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The Hongkong Telegraph.

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No. 21, 911

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SATURDAY, JULY 17, 1926. 日八初月六

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LABOUR UNREST.

RIVAL UNIONS IN CANTON.

TWO WORKERS KILLED.

A Canton correspondent reports that on the 13th instant over 100 pickets entered a number of establishments where toothbrushes are manufactured, and in a number of cases they destroyed property on the premises. They were searching for members of one Union who refused to join the Union to which the pickets belong. When they came across toothbrush makers who refused to join, they treated them roughly and considerable damage was done to the shops, from some of which the owners claim property was stolen, in the confusion. The police tried to stop the trouble in several cases, but could do nothing, for the pickets were armed with various weapons.

TWO KILLED.

Later, the pickets of the rival Unions again came into conflict and on the 14th instant there were several battles, in which two pickets were killed. A band of pickets of one of the Unions was marching along the West Wai Road when they suddenly met a band of men of the opposing faction, all armed, and it was in the fight which ensued that the fatalities took place.

As a result of the killing of these two men, the Central Labour Union, may again have trouble with the Workers' Conference, a body of 172 unions supporting the Communist Party in South China. The Workers' Conference is accusing the Central Labour Union as an accomplice in the death of the tooth-brush workers.

TEASHOP TROUBLE.

It is further reported that there has been continuous trouble among the employees of the tea-shops, due to the fact that there are two separate Unions of these employees, which is also the cause of the troubles in the ranks of the toothbrush makers. In the numerous clashes that have taken place during the past few days, several men on both sides have been killed or seriously wounded. When several labourers of one Union were walking along Shap Kau Po, pickets of the opposing Union seized them, struck them with iron rods, and fatally wounded one man with a large nail. The faction to which this man belongs has taken the matter up with the Public Safety Department and with the Farmers and Labourers Bureau, and, as a result, the former office has issued a proclamation stating that during the progress of the Northern campaign no Union man will be allowed to do anything which will disturb the peace of the city.

PICKETS ARREST WORKERS.

The employees of the *Fook Ling* dealers (*Fook Ling* is a kind of Chinese medicine) have been on strike for about two weeks on account of their employers' refusal to accede to their demands for an increase in wages. Pickets a few days ago entered two medicine shops on West Yuen Cheong Street and placed under arrest all the firm's workers. The men were first taken to the sub-police station and later handed over to the Farmers and Labourers Bureau.

A correspondent also reports that the employees of the Sincere Co. have "held up" their masters, sending a large force of pickets who took up positions at the entrances so that the public were afraid to enter. The proprietors therefore felt obliged to settle the demands of their workers at once. The workers wanted an increase in wages starting at 26 for the poorest, paid men, the men receiving the highest wages to have an advance of \$3 per month. The men later agreed to reduce this amount a little, so the employers will have to pay about 35% of the original demands.

PROGRESS OF HUNAN WAR.

CANTON OVERTURE TO MARSHAL SUN.

ANTI-REDS TROUBLESOME.

Later reports from Hunan state that the "anti-Reds," now having withdrawn to Yochow, are being re-inforced by a number of river gunboats sent from Hupoh and that they are still holding on. Marshal Sun Chuan-fang has been asked by Marshal Wu Peifu to despatch re-inforcements to Hunan to oppose the advance of the Kuomintang, while General Chang Kai-shek, the Kuomintang chief, has also urged Sun to fall in with him against Wu. So far Marshal Sun has given no assurance that he will assist Marshal Wu but, at the same time, he is not encouraging General Chang to interfere with affairs in Hunan.

Propaganda is believed as necessary as ammunition in winning the war by the Kuomintang General Headquarters in Canton; and \$1,500,000 will be set aside for this purpose. Li Long-yu, a former Merchants' Volunteer officer disbanded in Canton two years ago, has been appointed chief printer in connection with the issuing of propaganda matter for distribution in Hunan.

The imminent departure of the main body of Kuomintang troops from Canton for Hunan has tempted "anti-Reds" in many parts of Kwangtung to rise up. While none of these troublesome groups is able to oppose a regular Kuomintang force of any size, they are all powerful enough to divert the attentions of the General Headquarters. In Heungshan, on July 8th, the "bandits"—a term applied to opponents to the Kuomintang—were able to defeat a small detachment of Kuomintang regulars.

THE TYPHOON.

NOW SOUTH OF THE COLONY.

According to present indications, we shall possibly have bad weather over Sunday, as there is a typhoon to the south of the Colony.

At 8.30 this morning, the typhoon was located in Long, 118 and Lat. 20, this being slightly south and west of the Pratas Shoal. As the direction of the typhoon was then west-north-west, the disturbance was heading for the coast not far south of Hongkong.

Last evening the No. 1 warning signal was hoisted, and this has since been superseded by a black drum, indicating that a gale is expected from the east.

ASSAULT CASE.

CHINESE CHASED AND CAUGHT.

A Chinese was charged before Mr. R.E. Lindsell, this morning with assaulting a Chinese school girl, with intent to rob, at Robinson Road yesterday. The prosecuting police officer, Inspector Fallon, said that the defendant caught the girl by the throat. He was deterred from his object by her screams and in running along Robinson Road, he was chased by the girl. At a later stage a chair-coolie joined in the chase, but the capture of the defendant was effected by a messenger-coolie from the Police Station. This occurred on the steps leading down to Peel Street. A week's remand was given.

COAL PROBLEM.

HOPEFUL SPEECH BY PREMIER.

POSSIBLE SOLUTIONS.

Rugby, July 16.
The Prime Minister, in a letter wishing success to Mr. Sam Howard, the Conservative candidate in a bye-election at Wallsend, refers at length to the coal stoppage. He recalls that the Government proposed to give effect to the whole of the recommendations of the Royal Commission's report, provided the other parties also accepted the report and that this proposal was viewed with approval by the leaders of the Trade Unions Congress. Unhappily, the adherence of the miners' leaders to their policy of refusing to consider any concessions has prevented their accepting the Government's offer and the Government, consequently, has had to proceed along other lines. But it is still engaged in making many of the recommendations of Royal Commission operative.

REDUCING COSTS.

The Premier expresses the hope that some reduction of costs may be effected by the various recon-

BOYCOTT PARLEY.

Strike Committee's Fears.

A Canton correspondent reports that on the day of the opening of the conference between Hongkong and Canton delegate, the Central Executive Committee of the strikers held a meeting to consider the matter of the strike negotiations. Union men seem generally to believe that the Committee is considering how far it is willing to go in accepting terms which may be agreed to by the Canton Government. It is said that the Union men as a whole feel that the Government may try to settle the strike without consulting them. Many strike pickets were in evidence in Canton on the same day, in the vicinity of Shamoen and the Customs examination shed. Most of them appeared to have no duties to perform but to be rather "on parade" to let the Shamoen people see that they were still about.

struction schemes "which were recommended in the Royal Commission's report and these are being assisted," so far as the Government can do so, by the Mining Industry Bill. But these re-organisation schemes cannot have full effect for some time and, meanwhile the Royal Commission definitely recommended some sacrifice on the part of the men.

The Premier concludes: "When once I get any indication from those who have authority to speak on behalf of the men that they are prepared to consider such a temporary sacrifice on the part of the better-paid men, I can assure the electors of Wallsend that the Government will do all it can to obtain a full discussion of any reasonable proposals, and it is my sincere hope and belief that the crisis in the coal industry may be solved before much more time has elapsed on the basis of mutual interest and goodwill."

LAST PHASE.

This last sentence of the Premier is regarded as supporting the opinion, which is generally held in Parliamentary lobbies that the struggle is now entering upon its last phase. Meanwhile, however, members of the Miners' Executive left London this afternoon for their districts. One of them, (Continued on Page 16.)

PINEDO PLANS BIG FLIGHT.

ROUTE WILL INCLUDE HONGKONG.

60,000-MILE TRIP.

The local office of the Asiatic Petroleum Company have received information that the Marchese de Pinedo is shortly commencing a new flight from Pisa, Italy. It will be remembered that Pinedo passed through Hongkong last October during his flight from Rome to Australia and Japan and back to Italy. For his new flight Pinedo intends to use a seaplane and his route will cover 60,000 miles, as follows:—From Pisa across Spain to Lisbon, thence by way of the Azores to Newfoundland and New York; from New York he will fly to Seattle and down the coast to San Diego and thence across country to New Orleans. From New Orleans he will pass through the West Indies to British Guiana, and strike inland across Brazil to Rio de Janeiro and on to Buenos Aires, and across the Andes to Valparaiso.

His route afterwards will be as follows:—Easter Island, Mangrove, Tahiti, Samoa, Fiji Islands to New Caledonia, New Zealand and Australia. Afterwards he will touch at various points in the Dutch East Indies, Manila and North China, flying inland to Hankow and still inland to Saigon in French Indo-China. The remainder of his route covers: Rangoon, Calcutta, Ceylon, Chagos Islands, Seychells, Mauritius to Beira, then round the coast of South Africa as far as Boma in the Belgian Congo; he will then strike inland to Tanganyika, and fly through Uganda and up the Nile to Cairo, along the coast to Tripoli and back across the Mediterranean to Pisa. Pinedo expects to arrive in Hongkong early in November on the return part of his flight.

At the request of Pinedo, the "Shell" organisation are making all the necessary fuel arrangements for the entire flight. "Shell" aviation spirit is again chosen on account of the excellent result obtained during his last flight when 34,000 miles were covered without the slightest mishap.

J. P.'S ELECTION.

FIXED FOR MONDAY WEEK.

It is notified in the *Gazette* that an election by the Justices of the Peace of a Justice of the Peace to serve on the Legislative Council, during the absence of the Hon. Sir H. E. Pollock, K. C., will take place at the Registry, Supreme Court, on Monday, 26th July, commencing at 4 o'clock in the afternoon. The ballot-box will be closed at 5.30 p.m. Justices of the Peace who are Government officials are not entitled to take part in these proceedings.

Every candidate must be nominated in writing by one Justice and seconded by another and the nomination delivered to Mr. R. E. Lindsell, Police Magistrate, not later than 4 p.m. on Thursday, 22nd July, 1926. Forms may be obtained at the Magistracy.

COLONY'S RATEABLE VALUE.

ONLY SMALL INCREASE LAST YEAR.

By order of His Excellency the Governor in Council a new valuation of the whole Colony has been made and the rateable value has thereby been increased from \$27,267,802 to \$27,998,237, an addition of \$730,435 or 2.65 per cent. The number of tenements reported to be vacant averaged about 200 monthly as compared with 185 last year.

In the ten years 1917-1918 to 1926-1927 the rateable value of the Colony has increased by \$15,583,024 or 54.30 per cent.

SERIOUS FLOODS.

CHANGSHA IN BAD PLIGHT.

FOREIGNERS LEAVE HOMES.

Changsha is in a ferment of excitement and anxiety owing to the unprecedented rainfall and the consequent rising of the river; says the *Shanghai Times* correspondent, writing under date of July 3rd. The writer continues:—The present watermark is over 40 feet, resulting in the inundation of the Bund and many of the back roads to the depth of eight or nine feet. Hundreds of Chinese are homeless and many of the foreign residents who live on the Island have had to vacate their houses. Chinese police boats are doing good work by gathering up the refugees whose houses have, in many cases, collapsed over their heads or been swept away by the angry flood. The river rushes along at a mad rate carrying down a tremendous amount of debris. Yesterday most of the roofs which showed above the water in the morning had disappeared completely by the evening. It is too much to hope that there will be no loss of life. Sad sights are seen on every side.

SAVED FROM HOUSETOPS.

The roads present an extraordinary spectacle. Boats ply up and down, and the congestion of traffic is quite a problem. Chinese climb in and out of their houses by means of ladders. The water has driven them to their upper storeys (if they are fortunate enough to have two or three storeyed houses) and even on to the roofs. It is a common sight to see people being extricated from perilous positions on rooftops.

Whole families are floating about on improvised rafts endeavouring to save themselves and their belongings. The rain keeps pelting down, making the plight of the homeless even more pitiable.

GOUDOWNS FLOODED.

The godowns and compounds of B. and S. J. M. and Co., China Merchants and the Japanese, are deeply flooded. In the cases of the two first companies, etc., under great difficulties. Foreigners crawl in and out of their office windows, for in many cases the doorways are not passable.

The food problem is yet another difficulty, and sampan and junk coolies are charging exorbitant prices for their ferry service.

HULK ADMITS.

Last night the China Merchants hulk broke from her anchorage and commenced to drift downstream. The current is so strong that it was with some difficulty that she was made secure once more. Police boxes, fences, bath-tubs, handcuffs, boxes, framework of houses, chairs, wheelbarrows are but a few of the things one sees whirled past by the river. The water is still rising, but with less rapidity. The last big flood (two years ago) was considered a record, but this one has long out-recorded any flood (it is said) the last hundred years.

SOCONY DYKES SWEEP AWAY.

The Standard Oil Installation is having a bad time. Their dykes have been washed away and great damage is reported.

The Italian gunboat *Ermanno* left for Hankow a few days ago. H. M. S. *Scorab* has also gone and H. M. S. *Gnat* has replaced her.

Mr. Caldwell Harris, of the Standard Oil Co., has been transferred to Hankow and Mr. Micholls has arrived to take his place. Mr. Keller, Manager of the A. P. C., will shortly leave for Chinkiang, to which port he has been transferred, and Mr. Napier is expected to relieve him.

Bulls and Inners

From the Office Butts.

A Russian dancer has insured her feet for £20,000. In case of accident, the insurance company will have to toe the mark and foot a pretty stiff bill.

Some whisky is now made from vinegar. That would be good stuff to be pickled with.

A man in America is seeking a divorce because his wife supplies him with eggs to a neighbour. Sounds like a cooked-up case.

Time may be money, but it's hard to get your creditors to believe it.

The funniest things about some women are their husbands.

London tailors announce "brighter, clothes for men." Possibly the enthusiastic "Charleston" expert who wore scarlet breeches beneath his saturated mess jacket, on the Roof Garden the other night, had been influenced by the announcement.

"Flesh coloured stockings" are giving way to shades of gold, states a ladies' fashion paper. If the golden variety "give way" we suppose a genuine flesh colour will be revealed.

We trust that Biblical history will not repeat itself by the raising up of golden calves.

When she read the heading "Banned Sweeps" an old lady was overheard to remark that she was very sorry that such clever musicians should have to perform such an uninteresting work.

The American Amateur Athletic Union would have been more patriotic if they had barred Hoff, the Norwegian pole-jumper before he eclipsed all the cherished records.

Philosophy: A flat tyre will slow up a Rolls-Royce just as quickly as it will a second-hand jitney.

Judging by recent reports from the Chicago a natural death there consists of being shot by a bootlegger or a boy bandit.

The Observatory was quite right the other day when it stated that a depression covered South China.

An aeroplane which controls itself is now announced. What we are looking for is a motor-car which can control its driver.

We like a man who says the right thing at the right moment—especially when we're thirsty.

An effective way of getting talked about in Hongkong is to become friendly with your neighbours.

The man who doesn't know what to do with his week end can always put a hat on it.

Lots of men are fond of moving pictures—except during spring-cleaning time.

MacWhirter says the only sweeps he has any objection to are the chimney variety.

France wants to collect her debt from Russia. Suppose she needs the Reddy cash.

Any man can start an argument—and most wives can finish it.

John D. Rockefeller says he never worries. We wouldn't, either.

We know a man who has for sale a saxophone as bad as new.

Some of Hongkong's young men, with their high and mighty airs, remind us of a skyscraper, where the poorest furniture is often found in the top storey.

A New York man who lost a million dollars in speculating on shares went insane. But he wasn't crazy enough to pay up.

What to do with old cheese? Its prior is named Cliffe. He gets the leading in a ladies' journal, roasted by his customers why not shoot it?

Some people must countenance "squeeze." We actually overheard a lady remark that she liked her "boy" to buy the meat because he always got a centre cut!

We notice that 33 cases of tobacco leaf stored in a local godown since A. D. 1916 will be sold to defray expenses if storage is not paid. We shall certainly refuse "cumshaw" cigars next Christmas.

The modern girl may spend more on her clothes, but she certainly gets more out of them.

One way Kowloon folk can rid themselves of raucous gramophones is to move.

They now say that Dempsey lacks personality and showmanship. Something like the Rockefeller who have nothing but money.

The number of sore throats in existence in Hongkong remind us that if you give a fellow enough rope he'll smoke himself to death.

Despite the short skirts, we know some men who still think Hongkong is in danger of petticoat rule.

Eighty per cent. of the false teeth sold in England are of American origin, says a New York writer. He said a mouthful—and then some.

A local resident who loves to grumble about the rocks at Repulse Bay, seemed quite happy among the shingles the other afternoon.

A social writer says the flapper is quickly disappearing. Yes, from her home.

An American journal says "the country is running over with automobiles." And the automobiles are doing some running over, too.

Senators Fish and Bacon have recently introduced Bills in the U. S. Congress. If this sort of thing goes on, they'll have to rename it the Diet.

Methodist Bishops in Chicago have been discussing methods of getting rid of alcoholic supplies. The easiest way, of course, would be to swallow 'em.

It's hard to see how the Peking Government is going to "save face" when it's got no head.

A London kill-joy wants to know what women's dress will come to. We hazard the opinion that it won't come to the floor.

The cost of marriage is the licence fee, plus your month's salary ever after.

A man may be so close in a crowd that this wife can touch him, and so close at home that she can't.

A successful business man never realises what a failure he is until he sends his son to college.

In Hongkong, if you're lavish, you're a spendthrift, if you practice economy you are Scottish, and if you preach thrift you're English.

The present-day girl is up to neck in style when she's only knee-deep in hosiery.

There's a controversy between an American and a British institution as to what the mother tongue is. We suggest they ask any married man.

A New York scientist hopes soon to broadcast perfumes. Then London will give Americans a sniff of what they can't buy.

A Liverpool restaurant proprietor is named Cliffe. He gets the leading in a ladies' journal, roasted by his customers occasionally.

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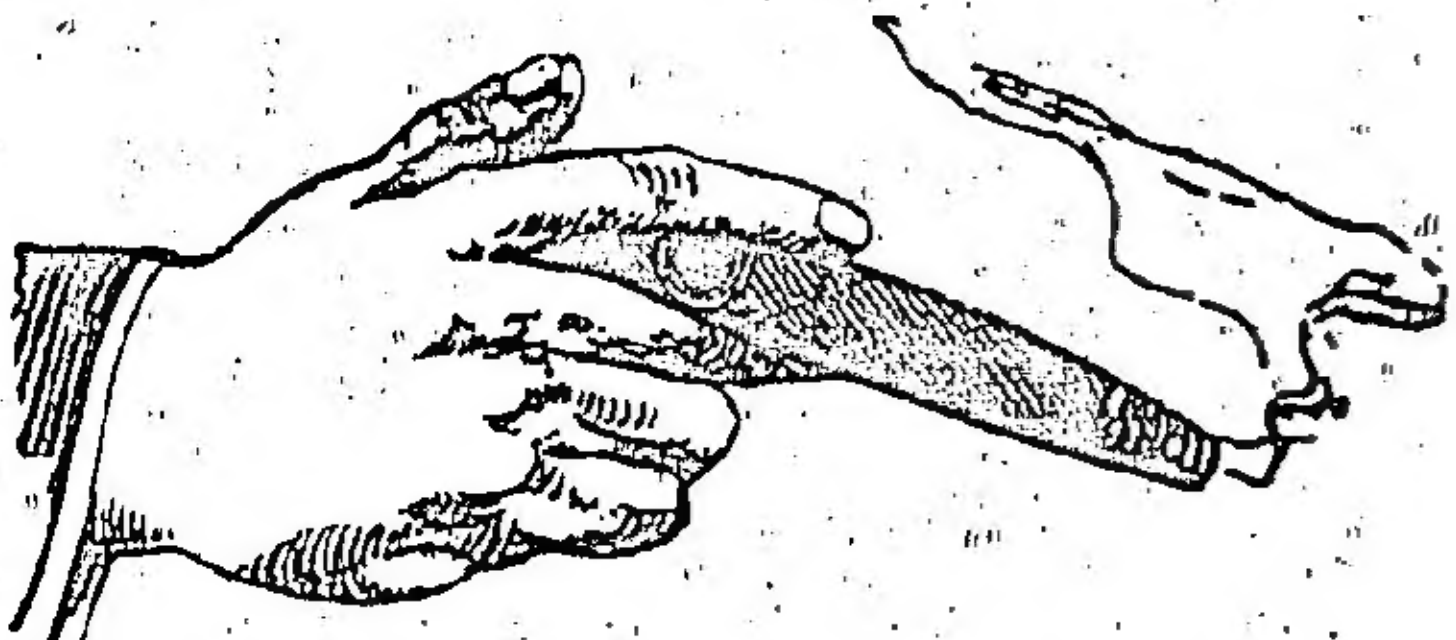
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CANTON-HONGKONG NEGOTIATIONS.

FOREIGN MINISTER'S SPEECH.

Reuter sends the following communiqué, jointly issued by the Chinese and British delegations who are negotiating a settlement of the anti-British boycott and strike questions:

The negotiations for the settlement of the anti-British boycott and Canton-Hongkong question opened at noon to-day, July 15, at the Canton Foreign Office. All the members of the Chinese and British delegations were present. Mr. Eugene Chen, Acting Minister for Foreign Affairs, who is head of the Chinese delegation, opened the proceedings with the following speech:

"In formally opening these negotiations to-day we wish to extend to the British representatives a friendly welcome from our Government. We wish also to express the desire of those in whose name we are authorised to speak that the question which we are charged to resolve may be approached in a sense and in a spirit of realism and of determination to secure its settlement on terms which, while assuring to British nationals in the Liangkung a friendly and profitable market for their goods and services, shall enable the Chinese people as represented by our Government to go on, unhindered, with the work of unifying and modernising China and, on this new basis, to strive to build a great structure of relations with the outer world.

It is manifest that striking and real changes are taking place in this country, socially, economically and politically. These changes, generally, are a necessary consequence of the structural readjustment or new equilibrium which is in process of establishment, consciously, between the Chinese people organised as a social aggregate and the new conditions of environment resulting from their definite inclusion in the larger system of the modern world.

The Nationalist Movement.

Whether these changes are good or bad for the Chinese people is mainly a question for them to decide if they are truly to be regarded and treated as an independent nation and not as a people fit and suited for the exercise of international tutelage. At any rate it is a fundamental thesis of the Chinese Nationalist Movement—which is the greatest of the forces underlying and sustaining the new equilibrium—that the time has come when the Chinese people must be free to work out their own salvation. And though most of the country is unhappily today under the domination of leaders, mediocrities and therefore reactionary in their outlook and methods, the dynamic section of the Nation as represented by the intelligentsia, the students, the workers, the new agrarian and industrial and commercial groups—the classes definitely thrown up as political forces by the post-war factors in operation in our midst—are with the Nationalist Government at Canton in its assertion of this right to national independence, England and China.

Whatever may be the immediate course of events in China, it is certain that the torch lit by the Chinese Nationalist movement shall never be extinguished, and it must therefore be recognised as an enduring reality in the internal and international politics of this country. In these circumstances what should be the attitude of a country like England vis-a-vis this New China. There are people who insist that what England has, England must hold in China at all costs. This is

THROUGH GOLDEN HILL.

A TRIP THROUGH THE TUNNEL.

On Thursday afternoon, by the kindness of Mr. P. R. Warren, of Messrs. Armstrong, Whitworth and Co., ninety-one boys of the Diocesan Boys' School and three members of the staff went through the tunnel at Golden Hill, just completed in connection with the Shing Mun water scheme.

A launch was taken to Tsun Wan, from which place the boys walked about one mile along the road and a second mile up the hill to the power house which is situated between the two tunnels which are being made to bring the water from Shing Mun valley.

The party was met by Mr. P. Warren and Mr. Crossley. About thirty of the senior boys were shown the power house and the machinery and then went about 1,000 feet into the tunnel leading to the Shing Mun valley; this tunnel is not quite through yet. After their return all the boys walked right through the tunnel under Golden Hill which is about 4,850 feet long. They were conducted through this by Messrs. A. Waterhouse, E. Washington and C. R. Warren.

When the boys got out into the light again the Headmaster reminded them of the many great works for the welfare of the community in Hongkong. Wu Yan-bak acted as interpreter. A Greaves called for three cheers and a tiger for Mr. P. R. Warren and all the men who had worked in connection with the tunnels. The boys were very pleased to learn that they were the first to go through the tunnel.

what may be called the die-hard posture; and the past and all vital experience show that it makes or resistance to change, for freedom and strife and ultimately for war. And war, it is admitted, is never a real solution in modern conditions.

Opposed to this attitude, which is rooted in a past of dead and dying conditions, is the conception of a changing China, with new emerging classes of political workers who are conscious of the inherent strength and incalculable possibilities of Chinese resources and Chinese man-power under effective organisation. Such a conception demands, as a practical corollary on the part of friendly Powers, a new view of the Chinese background and a new policy to establish Sino-alien relations, not on the old historic basis of treating China as a war-defeated nation of the period of 1842 but on the principle of equality which today underlies the relations of the smallest and the greatest members of the world-system of independent states and sovereignties.

Trade and Prestige.

We believe that this statement of what is called the Chinese Question is not in fundamental opposition to the real interests of any genuinely trading Power in China. And, therefore, if the British are here genuinely to trade—solely to sell their goods and to buy our goods as they do when they go to other independent states—Nationalist China, and the Nationalist Government as its instrument of power and achievement, need not necessarily be a danger to British nationals in this country.

If this view of the matter be sound, then more considerations of prestige and what is known as "face" ought not to be allowed to bar the road to a practical settlement of what is, in truth, one of the practical questions of times posed by the ironic spirit in history to search out man's patience, his goodwill and his good sense."

ANOTHER EARTHQUAKE.

FELT IN NORTH AMERICA.

Victoria, B. C., July 15.

Severe earthquake shocks were felt here, beginning at 2.33 in the afternoon. They lasted an hour.

The centre of the disturbance is reckoned to be eleven hundred miles away, probably in the neighbourhood of Alaska.—Reuter.

RUM RING SCANDAL.

COASTGUARDS JOIN THE GANG.

New York, July 16.

Evidence at the trial of sixteen men indicted in connection with the activities of a forty million dollar rum ring, revealed that the officers and crew of the coastguard cutter No. 208 converted the ship into a rum-runner in order to earn extra pocket-money during Christmas week 1925.

An ex-member of the crew, who turned States evidence, declared that they not only undertook to guard several schooners belonging to the rum ring, while rum running was proceeding, but actually transported a quantity of liquor themselves. They delivered seven hundred cases of liquor on Christmas Eve and again on New Year's Eve in New York, and were paid off by their own captain. Subsequently, witness entered the employ of the rum ring as a "long-shoreman."—Reuter's American Service.

A WISE PHYSICIAN

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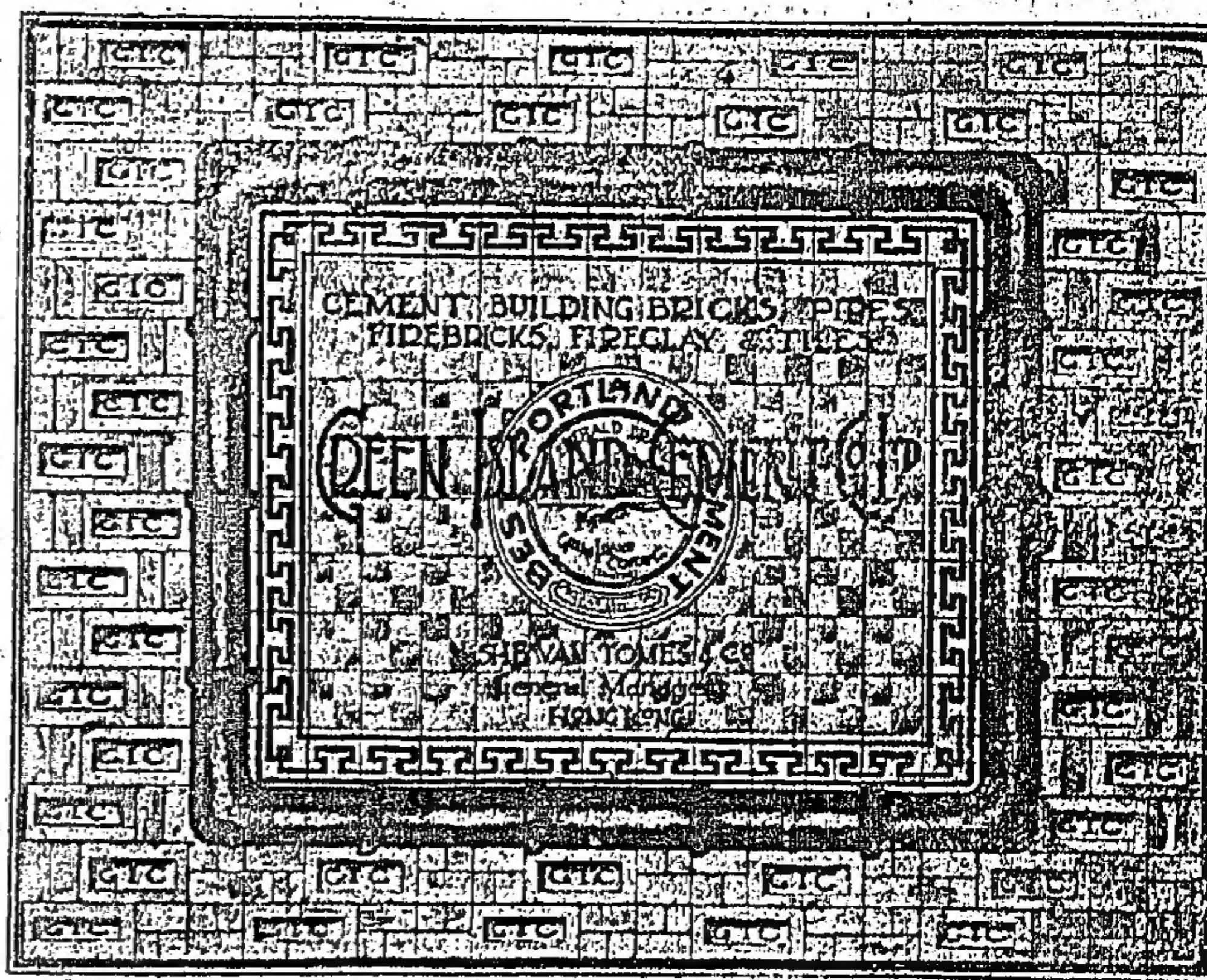
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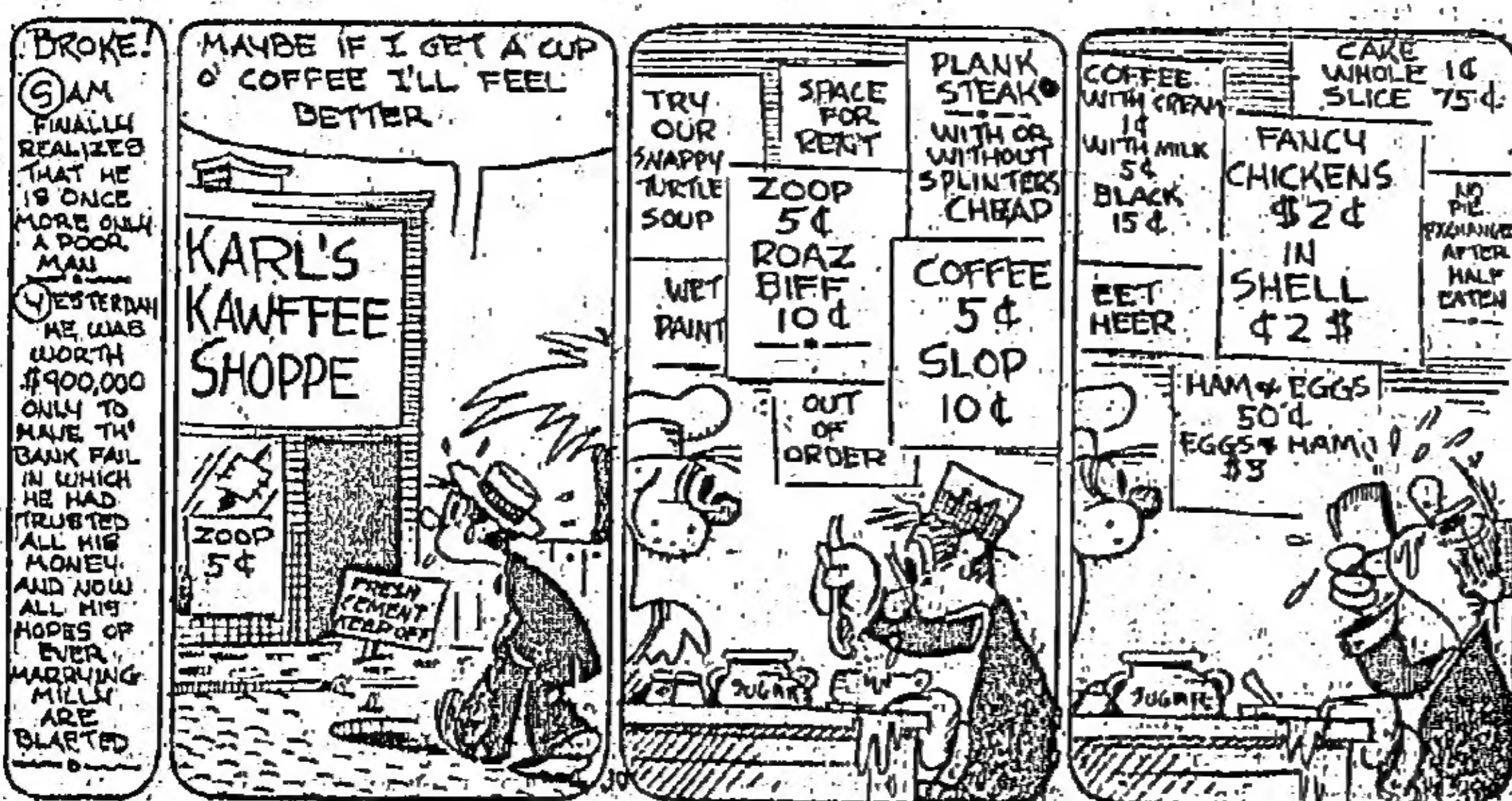
Sam Learns Something New

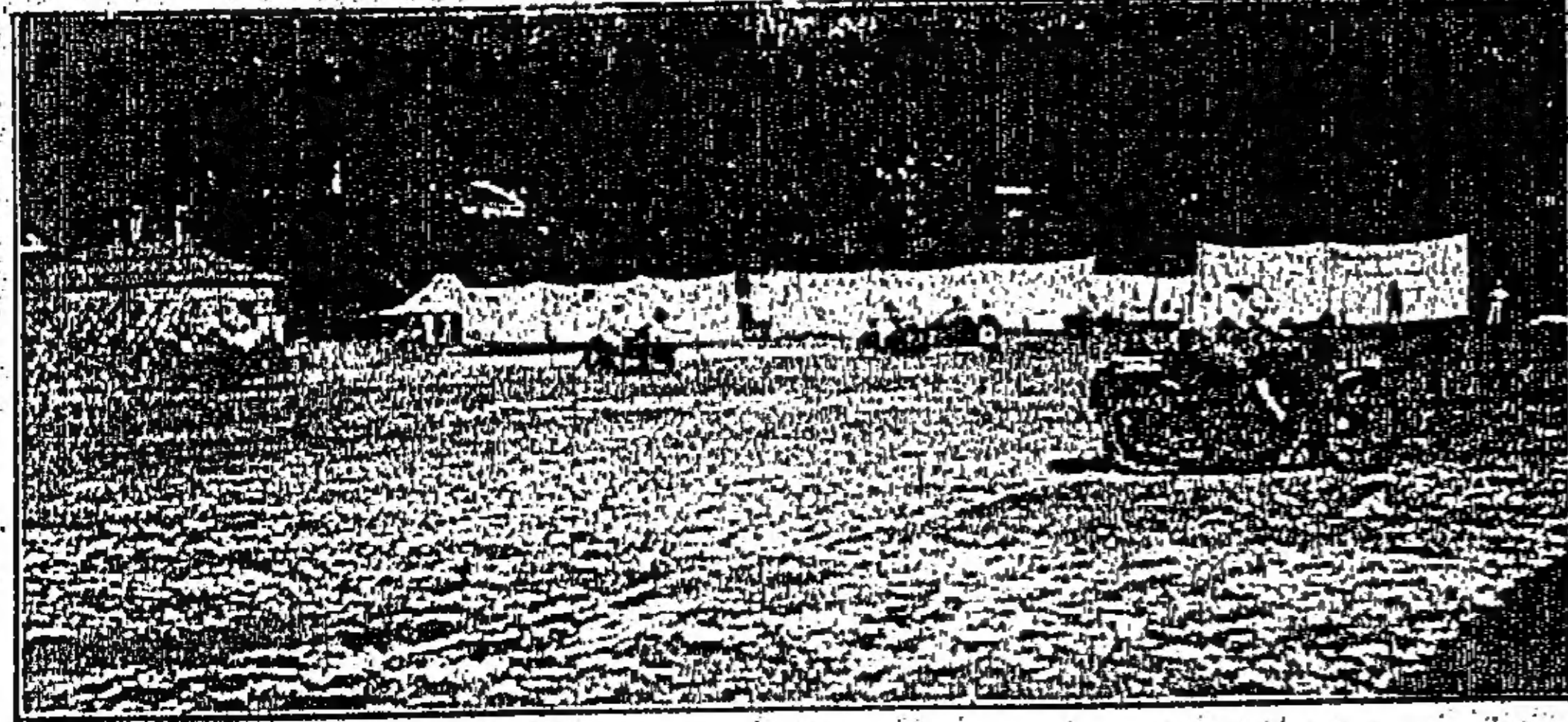
By Swan

The protector of life
FEMINISM
SCOTT'S

food. Ask for
of this lung-healing
by a regular course
and can be corrected
by faulty nutrition
frequently is caused

Nervous debility

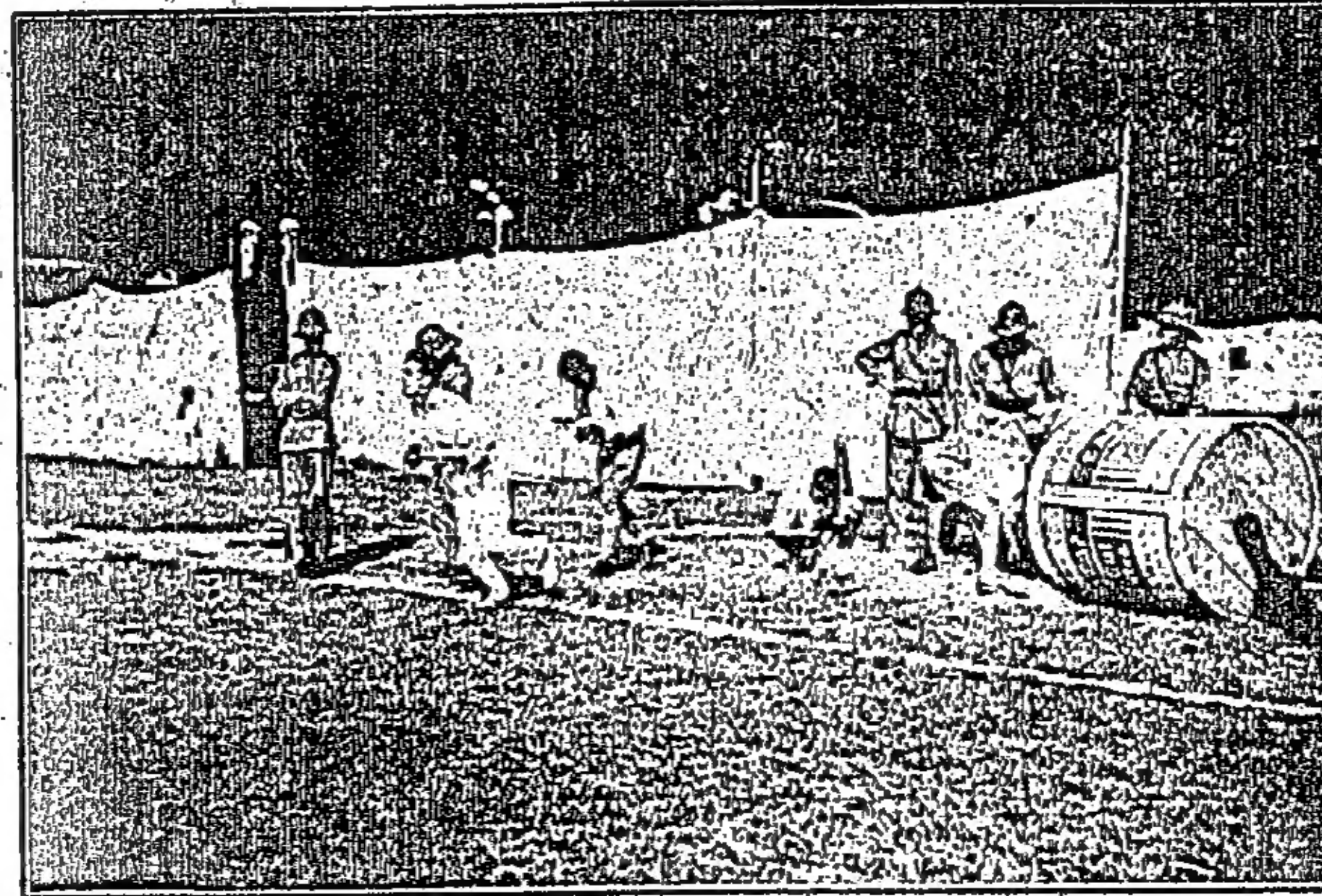




Photographs taken at last Saturday's Gymkhana at Sockunpoo Valley, organised by the M.I. and A.C. Companies of the H.K. Volunteer Defence Corps. Left: A competitor in the tent-pegging event. Centre: Motorcycle and sidecar potato race in progress. Right: Motor cycle egg and spoon race. (Photos: Mee Cheung).



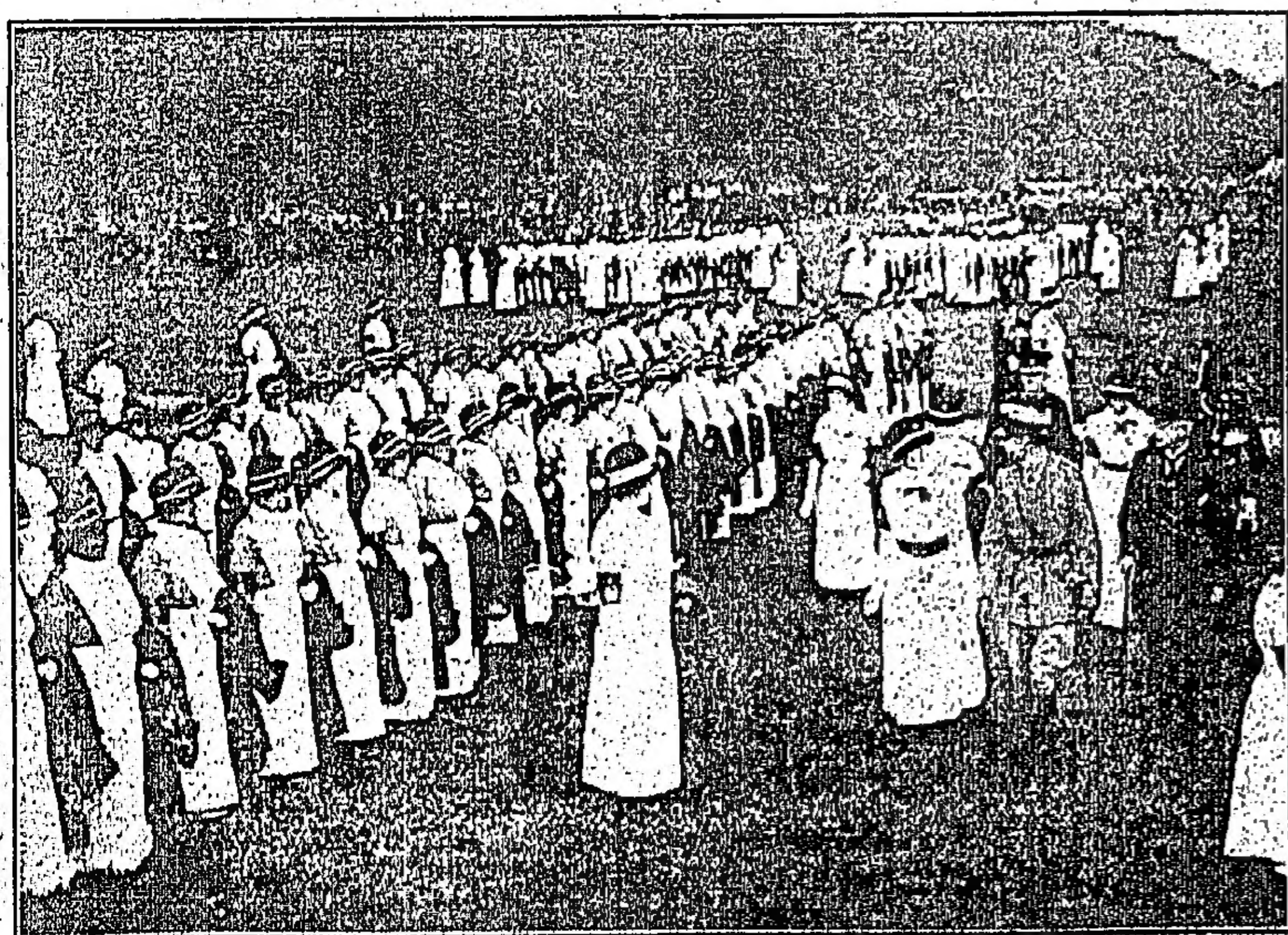
Wrestling on horseback at last Saturday's gymkhana. (Photo: Mee Cheung).



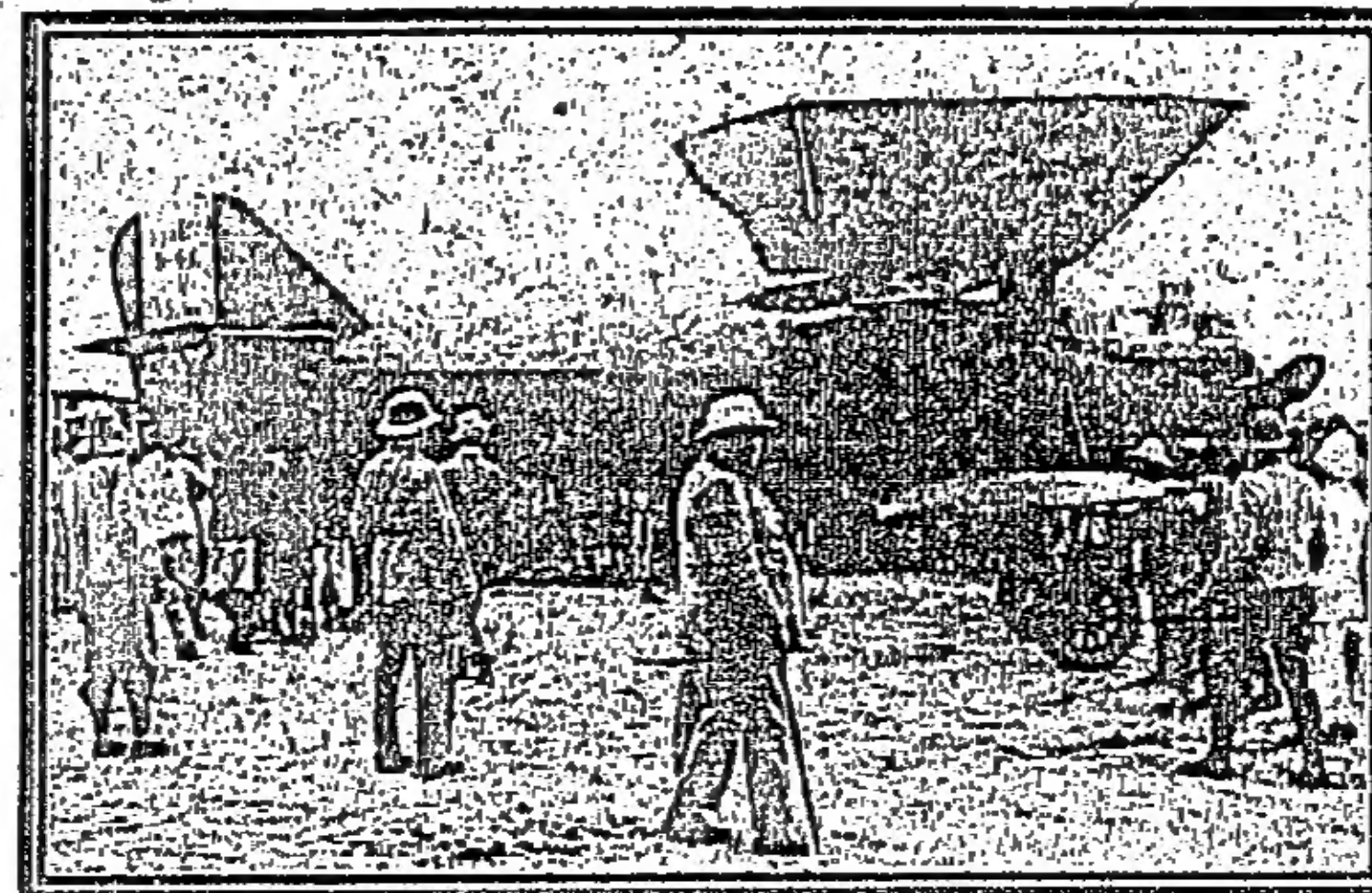
An incident in the novelty race, showing competitors finding and lighting hidden cigarettes. (Photo: Mee Cheung).



Group taken at the wedding, at St. Andrew's Church, Kowloon, on Monday, of Mr. O.E. Millard and Miss Edna Alice Rapley. (Photo: Mee Cheung).



The annual inspection of No. 1. (Prince of Wales) district St. John Ambulance Brigade, was performed in Hyde Park by Prince Henry, who is seen with Lord William Cecil passing the Nursing section.



This photograph was taken just after Capt. D'aisy had landed at Nanyuan field, at the conclusion of his flight from Paris to Peking. The machine, which made this flight across the two continents was a Le Breguet 19-A2.

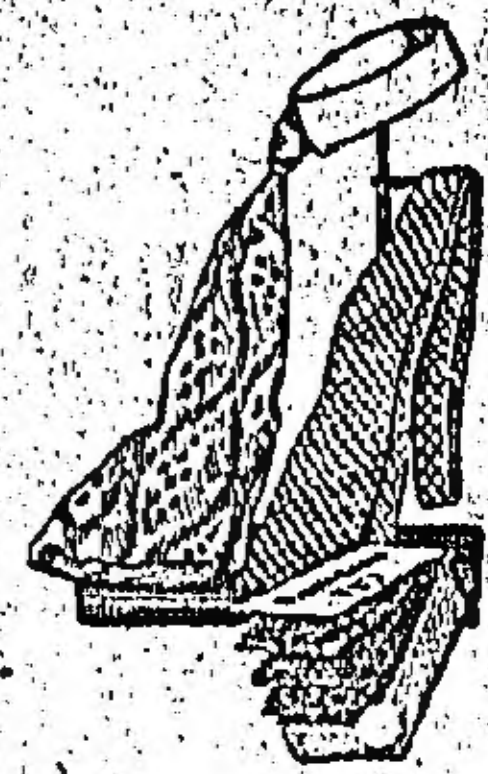


Prince Henry and Viscount Lascelles walking in the paddock at Epsom on Oaks Day, with Major Featherstonhaugh.

Firmaband TIE

The Best Tie Made.

The original "Firmaband" double life Noctie is woven on the straight, ensuring a firm band. It is made from heavy pure Macaoesfield Silk and is unlined. There are two equal ends.



ENGLISH BLOCK PRINTED FOULARD TIES
A large selection of new effects in design and colour

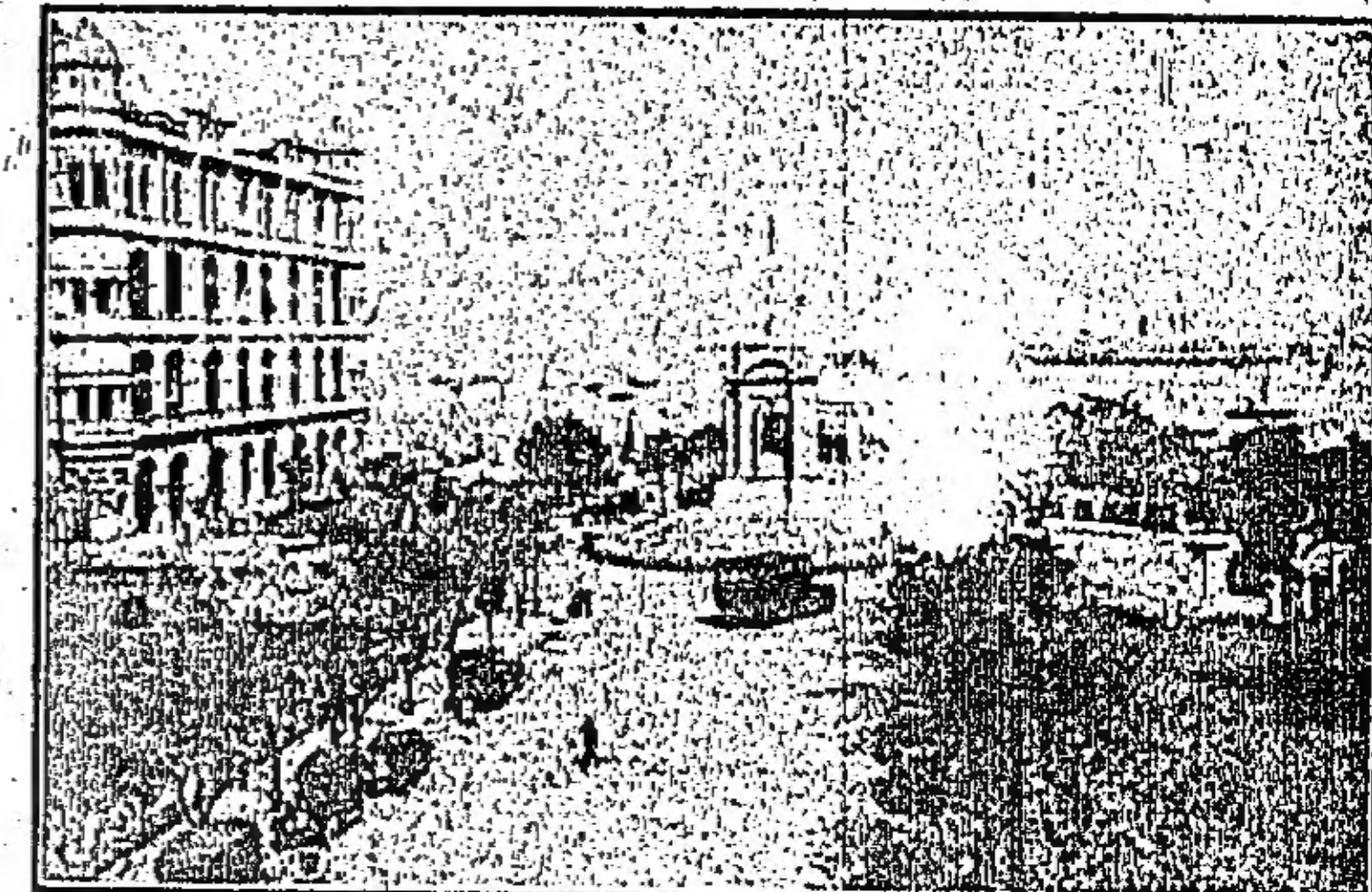
MACKINTOSH & Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

LATEST VIEWS OF HONGKONG



We have just published an excellent album of views of Hongkong. Price—\$3.00 each.

MEE CHUNG.

Ice House Street, and Beaconsfield Arcade.

JUST RECEIVED

A new shipment of:-

"DR. PIERRE'S"

DENTAL GOODS

- AND -

"FORVIL'S"

PERFUMES AND LOTIONS

WHOLESALE AND RETAIL

Sole Agents.

EUROPE-ASIA TRADING CO.

Grocery and Wine Department

Pedder Building, 1st Floor

Phone C. 3438

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO

(Battery Path.)

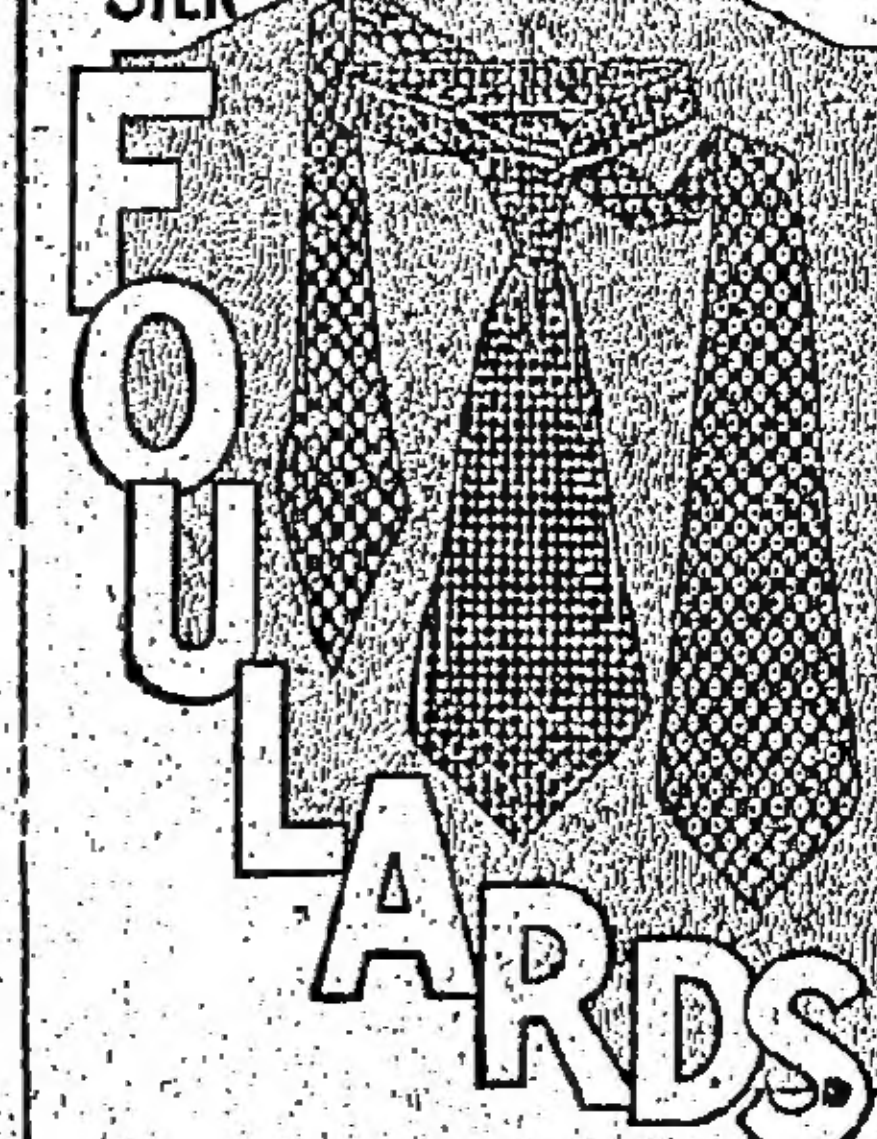
Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

GENTS' OUTFITTING DEPARTMENT

LATEST DESIGNS

SILK



NEW FOULARD TIES

Navy Blue and White

Spot and also Fancy

Designs full end Ties

\$2.50.

BOW TIES \$1.50

Handkerchief and full end

Ties to match \$4.75

A SPECIAL LINE

Cash's Tubular Washing

Ties neat stripes fast

Colours 5 for \$1.00

New Goods in all Departments

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)

The following replies are awaiting collection—

1314, 1376, 1384, 1385, 1392,
1342, 1397, 1409, 1375, 1441,
1444, 1456, 1462, 1453, 1512,
1516, 5, 20, 21, 26, 32, 38, 42

WANTED.

WANTED.—FROM SEPT. 1st.
Four or five roomed house or flat—
mid-level. Apply Box No. 43, care
of "Hongkong Telegraph."

SITUATIONS VACANT.

WANTED.—Qualified Ship's Surgeon
for two or three months.
Apply H.M.H. Nemaze, Prince's
Building.

FOR SALE.

FOR SALE.—One Pedigree
Alsatian Wolf-hound (dog).
Brought out from England. Apply
Box No. 40, care of "Hongkong
Telegraph."

FOR SALE.—Magnavox three
valve amplifier complete with two
W.E.216s and one V.T.1 valves also
largest size Magnavox loudspeaker.
For quick sale \$180 or
nearest offer. Apply Box No. 41,
care of "Hongkong Telegraph."

FOR SALE.—A pair of good foot-
rests for motor cycle pillion riding
passenger. Will fit Triumph or
any similar make. Adjustable.
Owner bought sidecar. Cheap
quick sale. Offers. Apply Box
36, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT
Wanchai Gap Road, Hongkong.
Apply to 32, Kennedy Road.

TO LET.—Four roomed FLAT,
furnished, Humphrey's Buildings,
Kowloon. Please apply Box No.
31, care of "Hongkong Telegraph."

TO LET.—House in shatin on
Motor Road and bathing beach
near station. Rent \$30.00. Apply
Box No. 42, care of "Hongkong
Telegraph."

TO LET.—European FLATS 23
and 23A Cameron Road, Kowloon.
Immediate possession. Modern
sanitation, moderate rental. Apply
Wing Hing, 39 Queen's Road
Central, Hongkong.

TO LET.—Three ground floor
FLATS, 15, 17, 19, Cameron Road,
near Kingsclere, Kowloon. Three
rooms, modern bath, flush system,
moderate rental. Apply Hong-
kong Small Investors, Share and
Real Estate Co. Tel. 4630.

SWANAGE (Dorset) to let,
furnished for 6 months or longer
from October 1st, small warm
house, sheltered position, near sea
and schools. Excellent maid by
arrangement. Particulars from
Box No. 28, care of "Hongkong
Telegraph."

TO LET.—Houses & Lands for
sale. Mortgages arranged. Flats,
& Houses vacant; we have good
tenants immediately available for
other houses & flats in suitable
localities. See ads. in S. C. M. P.
and Daily Press. Small Investors
Tel. C.4630.

TO LET.—FAMILY HOTEL, VIC-
TORIA GARDENS, Quiet APART-
MENTS, and suites of rooms.
Full Board from \$95, \$110, \$130,
monthly, large commodious rooms,
also daily rates, five minutes from
ferry, next new Hotel, Hunkow
Road, Kowloon. Tel. K.357.

INTERNATIONAL LAW

QUESTIONS ON BANKING
PRACTICE.
CAUSES & CURES OF CRIMES
EVERYDAY ART.
PHYSIOLOGY OF MARRIAGE
BOOKS FOR ALL TASTES

AT
BREWER & CO.
Tel. C. 696. 10, Pedder St.
OPEN TILL 7.00 p.m.

NEW ADVERTISEMENTS.

ROYAL HONGKONG GOLF CLUB.

Summer Meeting, Happy Valley,
August 1st and 2nd. Captain's
Cup, Championship or Happy
Valley, Bogey Competition, Mixed
Foursomes, Ladies' and Men's
Driving and Approaching & Put-
ting.

Attention is invited to detailed
notices in various Clubs.

E. D. MATTHEWS,
Secretary, R.H.K.G.C.

Hongkong, 16th July, 1926.

NOTICE.

EX-ACTIVE SERVICES MEN'S ASSOCIATION.

The EASMA Bathing Launch
Service will not run on Tuesdays
and Thursdays in future as from
date.

The Beach will be opened to
members and their friends, as
usual, every day of those who pro-
vide their own conveyances, ex-
clusive of Saturdays and Sundays
when the Launch will leave
Queen's Pier at 4 p.m. calling at
Kowloon at 4.10 p.m.

Hongkong, 17th July, 1926.

HONGKONG REALTY & TRUST COMPANY, LIMITED.

NOTICE OF FINAL CALL.

Issue of 170,000 Shares of the
Nominal Value of
\$10 each.

NOTICE IS HEREBY GIVEN
that a Call of \$2.50 (Dollars two
Cents fifty) per share has been
made on each of the One hundred
and seventy thousand shares of \$7.50
called up of this Company, and
that such Call will be payable to
the Company at its registered
Office, 16, Des Voeux Central,
Hongkong, on Wednesday, the
4th August, 1926.

For the Hongkong Realty & Trust
Company, Ltd.,

C. F. V. RIBEIRO,

Acting Secretary.

Hongkong, 15th July, 1926.

NOTICE.

We beg to inform the public
that the Company's factory reopened
on the 10th inst. and that we are
prepared to execute orders for con-
fectionery, biscuits, etc., as hereto-
fore. The patronage of our former
wholesale and retail customers is
earnestly solicited. Prices moder-
ate.

THE MAINTENANCE
COMMITTEE OF M. Y.
SAN & CO., LTD.

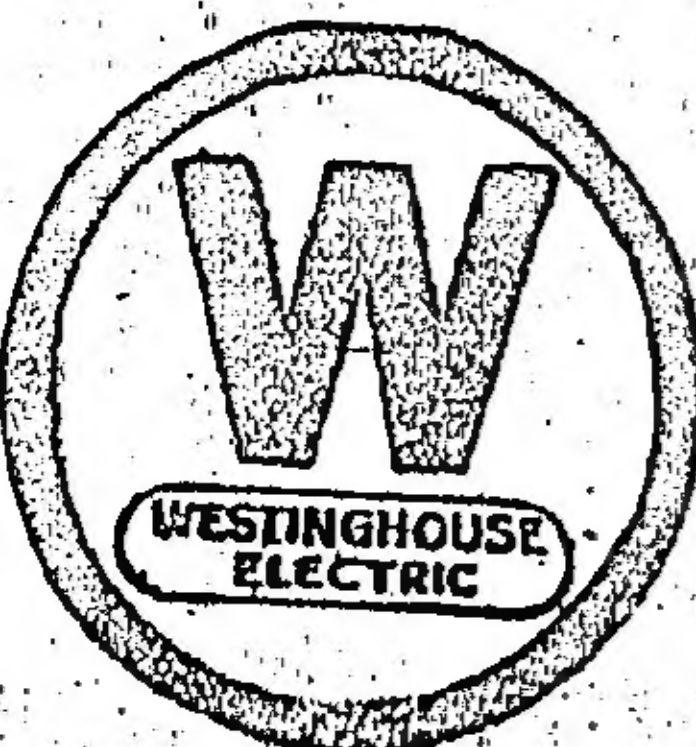
Hongkong, 17th July, 1926.

CHURCH NOTICES.

A CHANGE OF ONE DOLLAR IS MADE
FOR NOTICES UNDER THIS HEADING

St. John's Cathedral, Hongkong,
July 18th, 1926, 7th Sunday after
Trinity, Holy Communion (8
a.m.), Children's Service (10
a.m.), Matins (11 a.m.), Pre-
acher: Rev. G. T. Waldegrave,
Holy Communion (12 noon).
Evensong (6 p.m.), Preacher:
Rev. H. Copley Moyle.

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station; Sunday
Service, at 11.15 a.m., Subject:
"Life." Wednesday Evening
Meeting at 5.30 p.m. Reading
Room at above address open:
Tuesday and Friday 10 a.m. to
12 noon, Monday and Thursday
5 to 7 p.m.



Holyoak, Massey & Co., Ltd.
Distributors.
Queen's Bldg. Tel. C. 978.

NOTICE.

HONGKONG AND SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that
an interim dividend of \$3 per
share, subject to deduction of In-
come Tax, has been declared for
the HALF YEAR ending, 30th
June, 1926, at rate of 2 1/2 7/8 per
dollar.

The dividend will be payable on
and after MONDAY the 9th
August, 1926, at the Offices of the
Corporation, where Shareholders
are requested to apply for War-
rants.

THE REGISTER OF SHARES
of the Corporation will be closed
from MONDAY the 26th July to
SATURDAY the 7th August, 1926,
(both days inclusive) during
which period no transfer of shares
can be registered.

By Order of the Court
of Directors,
A. H. BARLOW,
Chief Manager.

Hongkong, 13th July, 1926.

THE HONGKONG LAND INVESTMENT & AGENCY COMPANY, LIMITED.

AN INTERIM DIVIDEND of
TWO DOLLARS per share for the
six months ending 30th June, 1926,
will be payable on Thursday,
August 5th on which date Dividend
Warrants may be obtained on ap-
plication at the Company's Office,
11, Queen's Road, Central.

The Transfer Books of the Com-
pany will be closed from Friday,
the 23rd July to Wednesday, the
4th August (both days inclusive),
during which period no transfer
of shares can be registered.

By Order of the Board of
Directors,

H. A. RODGERS,

Acting Secretary.

Hongkong, July 14, 1926.

HONGKONG AND KOWLOON TAXICAB CO., LTD.

The Third Ordinary Annual
Meeting of Shareholders in the
Company will be held at the office
of the Company, 35 Des Voeux
Road Central, on Tuesday the 20th
of July, 1926, at 12 noon for the
purpose of receiving a statement
of Account and the Report of the
Directors for the year ended 30th
April, 1926.

The Transfer Books of the Com-
pany will be closed from Saturday
the 10th of July, 1926, to Tuesday
the 20th of July, 1926, both days
inclusive.

By Order of the
Board of Directors,

A. H. ROWE,

Managing Director.

Hongkong, 9th July, 1926.

NOTICE.

CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.

THE TWENTY-NINTH OR-
DINARY ANNUAL MEETING
of Shareholders in the Com-
pany will be held at the Office
of the Company, "St. George's"
Building, Chater Road, on
Thursday, the 22nd of July,
1926, at 11.30 o'clock a.m.
for the purpose of receiving a State-
ment of Accounts and the Report
of the General Managers for the
year ended 31st December, 1925,
and electing a Consulting Commit-
tee and Auditors.

The Transfer Books of the
Company will be closed from
Thursday, 15th of July, 1926, to
Thursday, the 22nd of July, 1926,
both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, July 6, 1926.

FOR—

THIS WEEK'S
BARGAINS IN
MOTOR CARS
AND
MOTOR CYCLES,
SEE SPECIAL
ADVERTISEMENTS
IN THE
MOTOR SUPPLEMENT.

LAMMERT'S AUCTIONS

BY ORDER OF THE
MORTGAGES.

Valuable Leasehold property
situate at Shumshui in the Co-
lony of Hongkong,

TO BE SOLD BY

PUBLIC AUCTION,

on THURSDAY,
the 22nd day of July, 1926,

at 3 o'clock p.m.,

at the Auction Room of,
Messrs. Lammert Brothers,

at Nos. 8 and 8a, Duddell Street,
Victoria Hongkong.

The property consists of—

All Those pieces or parcels of
ground situate at Shumshui in
the Colony of Hongkong and re-
gistered in the Land Office as New
Kowloon Inland Lots Nos. 445, 446,
447, 448 and 466 together with
four buildings in the course of
construction on New Kowloon In-
land Lots Nos. 445, 446, 447 and
448. The said premises are held
under Conditions of Sale registered
in the Land Office as Conditions
of Sale Nos. 1295, 1303, 1304, 1305
and 1329 for the respective res-
idues of the respective terms of 75
years all commencing from the 1st
day of July 1898 with an option of
renewal for a further term of 24
years less the last three days
thereof respectively.

For further particulars, apply
to—

Messrs. Lyson and Hall,
Solicitors for the Mortgages or to

Messrs. LAMMERT BROS.,
The Auctioneers.

Hongkong, 14th July, 1926.

PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auc-
tion,

on MONDAY,

the 19th July, 1926,
commencing at 11 a.m.

at Godown No. 18, The Hongkong
& Kowloon Wharf & Godown Co.,
Ltd., Kowloon.

A Quantity of Miscellaneous
Goods,

comprising—

Sweepings of Broken Glass, Ten,
Flour, Lead, Round Iron, Paint,
Disinfectant Fluid, Paint, White
Turpentine, Empty Drum, Pig
Iron, Sea-weed, Aluminium Ware,
Umbrellas Clip, Studs and Mouth
Organs, Bails, Steel Sheets, Plate
Cuttings, Sandalwood, etc., etc.

Terms—Cash on Delivery.

LAMMERT BROS.,

Auctioneers.

Hongkong, 17th July, 1926.

THE AUCTIONEERING & BROKERING Co., Ltd.

4B, Duddell Street.

FURNITURE AUCTIONS
every

TUESDAY & FRIDAY,
at 2.30 p.m.

HUGHES & ROUGH LIMITED.

GENERAL AUCTIONEERS,
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

SAFE DEPOSIT VAULTS.

The Banque de l'Indo-Chine beg
to inform all interested in safe
deposit, that they have actually
in their new building, 6 Queen's
Road, safe deposit Boxes at the
yearly rate of \$8 for the small
size, and \$12 for the large size.

Please apply to the Cashier.
Hongkong, May 6, 1926.

MASSAGE

Mrs. HANA INOKUCHI begs
to notify her clients that she has
returned to the colony, 6, Ashley
Road, Kowloon. Tel. K. 754.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would
like to sell, exchange or advertise
send it to the CHINA AUCTION
ROOM.

E. V. M. R. de SOUSA.

BY ORDER OF THE
MORTGAGES.

PARTICULARS AND
CONDITIONS OF SALE

of the

VALUABLE LEASEHOLD
PROPERTY

Situate in the Dependency of
Kowloon in the Colony of Hong-
kong and known as "Pagoda Bun-
galow"

TO BE SOLD BY

PUBLIC AUCTION

on WEDNESDAY,
the 21st day of July, 1926,

at 3 o'clock p.m.

at the

CHINA AUCTION ROOMS,
4, Duddell Street, Victoria,

Hongkong,

by

Mr. E. V. M. R. DE SOUSA,
Auctioneer.

The Property consists of all
that piece or parcel of ground
situate at Kowloon aforesaid and
know and registered in the Land
Office as Kowloon Inland Lot 616
together with the erections and
building thereon known as
"Pagoda Bungalow." The prop-
erty is held for the unexpired
residue of the term of 75 years
from the 1st October, 1901, cre-
ated by an Indenture of Crown Lease
dated the 24th October, 1901 made
between His Late Majesty King
Edward VII of the one part and
Luiza Josepha Vieira Ribeiro of
the other part.

Total Annual Crown Rent
\$223.00.

Total Area 49693 Square feet.

For Further particulars. Ap-
ply too—

Messrs. JOHNSON STOKES &
MASTER, Mortgagee's Solicitors
or to—

Mr. E. V. M. R. DE SOUSA,
Auctioneer.

Hongkong, 6th July, 1926.

BY ORDER OF THE
MORTGAGEE.

PUBLIC AUCTION

of the

VALUABLE LEASEHOLD
PROPERTY

situate at Victoria, Hongkong, and
known as No. 56 New Praya, Ken-
nedy Town, situate upon the Re-
maining Portion of Section B of
Marine Lot No. 245.

TO BE SOLD BY

PUBLIC AUCTION

on FRIDAY, the 23rd day of
July, 1926, at 3 o'clock p.m.

At the CHINA AUCTION ROOMS,
4, Duddell Street, Victoria,

Hongkong

by

Mr. E. V. M. R. DE SOUSA,
Auctioneer.

The property consists of—

All that piece or parcel of
ground situate at Victoria, regis-
tered in the Land Office as the
Remaining Portion of Section B of
Marine Lot No. 245 together with
the Godown erected thereon and
known as No. 56 New Praya, Ken-
nedy Town. The property is held
for the unexpired residue of the
term of 99 years from the 24th
day of June, 1892.

Annual Crown Rent \$87.47.

Area 7800 3/4 sq. ft. or there-
abouts.

For further Particulars and
Conditions of sale apply—

Messrs. Johnson Stokes and Master,
Mortgagee's Solicitors,
or to—

Mr. E. V. M. R. DE SOUSA,
The Auctioneer.

Hongkong, 14th July, 1926.

ST. STEPHEN'S BAZAAR.

COMMITTEE'S THANKS.

The Committee of the St. Stephen's
Bazaar wishes to thank the following
patrons and Companies who kindly
contributed to the recent bazaar—
Patrons.—Mr. Cheng Tin-tai, Sir
Shou Son-chow, S.S.G.C. Association,
Messrs. Kan Wang Yip Tong, Mr.
Lam Ping-mau, the Bishop of Victoria,
Sir Henry Pollock, Dr. S. W. Tao,
Messrs. W. L. Fatenden, P. Labber,
Mok Kon Sang, T. N. Chan, Li Hoi
Tung, Lai Kwai Pui, B. O. Blaker,
Prof. W. Brown, Mrs. Wong Kwok
Shuen, Lo Chung Kui, Sum Pak Ming,
Ho Sai Ju, Au Lim Cheun, Au Long
Hin, Au Shiu Cho, So Shau Nam,
Chan Poon Tin, Chan Mong Hung,
Li Chor Chi, Chai Yu Tong, Chak
Kwong Kui, Ng Hon Ting, Lau
Lai Ting, Poon Hang Po, Wong Tai
Kwong, Hui Ng Shuet, St. Stephen's
Hall (H.K.U.), A. S. Watson and
Company, Hongkong and Shanghai
Bank, Ltd., Dr. P. Raymond, Rev.
H. C. Moyle, Rev. A. D. Stewart, Rev.
Tung Po, Chau Cheuk Fan, Tang Shiu
Kin, San Shing Sam, Ho Sai Wing, Li
Shiu Kee, Yu Sai Ming, San Cho
Kwan, Ho Wang Sang, Prof. Faid,
Mrs. Martin, E. G. Stewart, Mrs.
Stewart, H. L. Xung, Chiu Chung
Hing, Andrew Cheung, Lim Soow
Chong, Henry Chan, Yip Tai Kong,
Uo Wing Kan, Li Lam San, Mr. Ong,
Lam Shiu Tong, Prof. Roffey, Dr. C.
K. Ma, Choa Po Yew, Li Chi Fong,
Yung Yung Hin, Lam Kwan Fong,
Kuk, Chan Kit Son, Li Shiu Kau,
Chan Mung Hung, Li Wai Hon, Yip
Tai Chiu, Li Shiu Kau, Ho Tez Shun,
Rev. S. C. Waldegrave, Kwok See
Loi, Wong, Wong Ping Cho, Pang
Kok Sul, Chiu Ying Po, Lo Yung Po,
C. Zimmerman, Fung Man Sui, Anon-
ymous, Tung Pui Dr. S. W. Phoon,
Messrs. Ching Shan Chan, Suen, Li
C. Y. Wang, Li Chiu Chi, Messrs. Ip
Hing Ah Shiu, Messrs. Tak Cheong,
Yun Kee So, Wong Man On, Wong See
Chi, Rev. G. R. Lindsay, Che Tin Yau,
Lau Shiu Chai, Ho Chi Fan, Miss N.
Elliot, Mrs. Ip, P. Shum, An Ying,
H. B. L. Dowbiggin, Miss Innes.

Donors.—Dairy Farm Co., British
American Tobacco Company, Lane,
Crawford, Ltd., Nestle & Anglo-Swiss
Condensed Milk Co., Asiatic Petroleum
Company, Lever Bros., American
Music Co., Commercial Press, Ltd.,
Pathe Phone Cinema China, C. Lai
Ying & Co., Shiu Kee, Fairlie
School, Ng Yuen Hing, Hong-
kong University, Sun Co., General
Electric Co., Victoria Home, S.
Moutrie, Standard Oil Co., Swatow
Trading Co., Fuk Wing, Hongkong
Lace Co., Ah Men Hing Cheung, Lock
Hing, Pohomull Bros., Pioneer Silk
Store, Kiyamally, Assamuli, D. Chel-
laram, W. Brewer and Co., Tabagueria
Philippa, Donnelly & Whyte, Dunlop
Rubber Co., Wang Hing, G. Falconer,
Der A Wing, Luen Shing, Macintosh
and Co., Bible Society, Cheung Woo
Kwong Tai Cheung, Cherry and Co.,
Chung Yan Po, Wong Kwong Tin,
Tay Kin Lim, Tay Han Wa, Kwong
Kwai Co., Edward Dispensary, China
Dispensary, On Lok Yuen, Chiu
Shun Co., A. S. Watson and Co.,
Daibutsu and Co., Connaught Aerated
Water Co., Hipson and Co., Chung
Wah Photographers, Ma She Kee,
Tung Hing Cheung Kee, Cheung
Yat, Tung, Lee Cheung, Tai Tak
Long, Tai Lee & Co., Ming Wah Co.,
Wah Hing Ming, Kee, Mao Fung
Matting Co., Man Ying Bookstore,
Chan Ka Kan, Ying Wah Bookstore,
Hip Woo, On Tat Electrical Co., Nam
Shing, Chau Tick Chan, Pong Shiu
Kee, Pong Shiu Hung, Lee Mui Chi,
Abushkin and Co., Wing Ming, A.
Tuck and Co., Wo Tai Co., Ming Fong,
Lee Fong Studio, British American
Candy Store, Hongkong Music Co.,
Chosen Company, A. B. Moulder and
Co., Wyeann & Co., Kwong Sang
Hing, Tin Shau Tong, Blue Bird,
Sincere Co., Nanyang Bros. Co., Wah
Sheung Tobacco Co.

LADIES MOLESTED.

ALLEGED ASSAULT BY INDIANS.

The alleged improper behaviour
of youths towards Chinese ladies
in the Happy Valley district was



JAVA
THE WONDERLAND

Java, the "Pearl of the East" is a singularly attractive spot for the ideal holiday. There is something for every taste—and a splendid climate.

Up-to-day Hotels
Luxurious Railways
Beautiful Scenery
Sport of all kinds

**WHY NOT SPEND YOUR
HOLIDAY IN JAVA?**

The only direct and regular passenger service between Hongkong and Batavia maintained by the J.C.J.L. steamers. Double and single cabins with electric fans and running water. Accommodation for Saloon Passengers. Doctor carried. All steamers fitted with wireless. For fares and full particulars about Java apply—

JAVA-CHINA-JAPAN L.I.N.
YORK BUILDINGS
Telephone Central 1574.

GO TO JAVA

Next Sailings from Hongkong: Batavia.
S.S. "TJSAROE" 29th July
S.S. "TJSONDARI" 12th Aug.

YOUNG "RED" ARMY.**CHILD DELEGATES AT
CONFERENCE.**

Between 40 and 50 child delegates, aged between seven and 16, attended the first National Conference of the Young Comrades' League, the Junior Communist Movement, which opened last month at the Socialist Hall, Higher, Openshaw, Manchester.

The conference was faced with an array of resolutions, which included the following subjects: "The coming struggle," "The economic struggle," "The school struggle," "The Press," and "The sins of the League."

The children, who came from all over the Kingdom, wore scarlet emblems of their party, and joined heartily in the singing of the Internationale, which opened the proceedings. They afterwards listened attentively to an address by their adult Chairman, Mr. D. F. Springhall.

The audience, armed with pencils and paper, made careful notes of the proceedings, and subsequently adjourned for a visit to Belle Vue, the Manchester Zoo.

Boy Speaker.

Comrade Baker, a boy of about 12, who spoke standing on a chair, read a letter from a soldier, in which he stated that any man who joined the Army was a traitor to his class. This was loudly applauded by the youngsters.

Mr. D. F. Springhall, who described the Young Comrades as the "Thin Arm of the Red Army," appealed to them to exert every effort in fighting the Imperialistic movement as represented in the Boy Scouts and Girl Guides organizations, and to shun all children's papers, which followed the same principle of fostering the Imperialistic spirit.

He declared that far too long had the working class sat idly by and allowed its children to become inoculated with pro-Capitalistic ideas, glorifying the Empire and glorifying war. The workers' children were being trained in a fashion which would lead them to enter factories and make them prepared to accept low wages and bad conditions, which the Capitalists imposed on workers at the present time.

Over 2,000,000 Strong.

The children's movement, he said, had passed the two-million mark in its numbers, and he declared that it was the Young Comrades' influence in the schools which had been responsible for school strikes.

He urged children to remain away from school during industrial strikes, to help such strikes by organizing processions, etc., and to force the local authorities to provide them with food and clothing.

The social revolution which the Communists intended to bring about, he said, could be materially assisted by the efforts of the Young Comrades in strengthening the spirit of Communism in the schools. The revolution would bring changes in the schools and teaching methods, and if there was a strong Communist children's movement in the schools, both before and after the revolution, it would help the worker's Government in educating wide circles of working-class children in the spirit and teaching of Communism.

The child delegates confined themselves mostly to reading reports and taking notes. An interesting feature of the conference was a report attached to the agenda blandly confessing weakness of the movement, and the complete failure of all their most cherished plans regarding it.

School Newspapers.

An ambitious programme of work for children in schools was outlined at a sitting of the conference. It was stated by Mr. D. Ainley that the great hope of the Children's Movement was that they would confine themselves to the schools. School newspapers must be developed and run by the children themselves as in France and America. There was to be an intensive propaganda amongst school children by floods of new sheets, circulated in secret. Regular correspondences between British and Continental school children was also to be organized in order to effect the exchange of views and information. Parents' Councils were to receive special attention, for parents who were won over to Communism would or-

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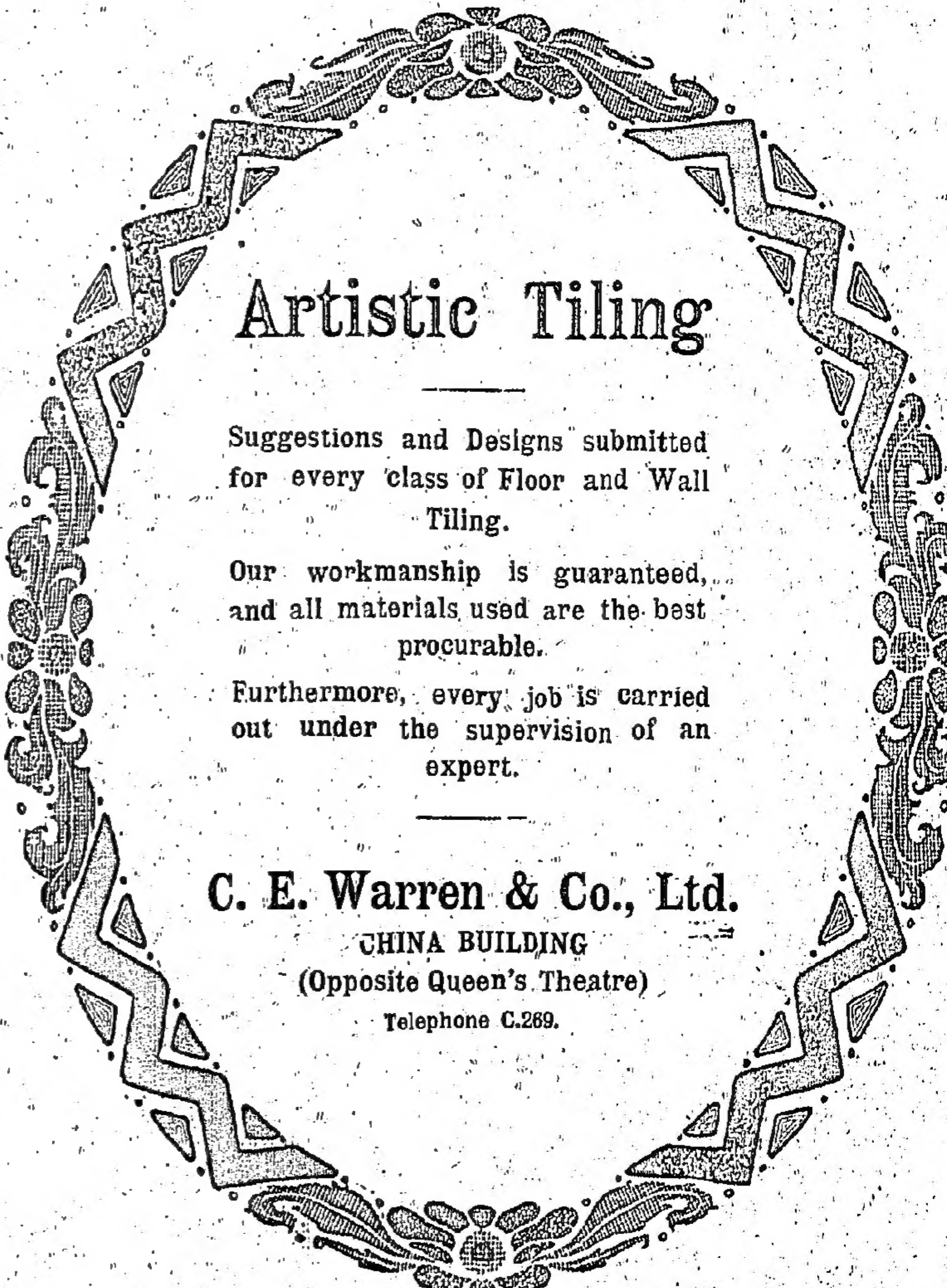
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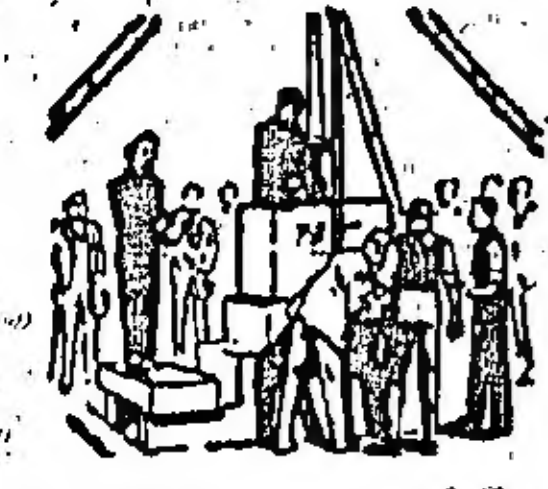
CAPSTAN!
CIGARETTES

ganize their children. Intensive endeavours were also to be made to convert teachers. Children must be linked up with the militant section of the working class, who were preparing for the coming struggle, and the Young Comrades must everywhere carry on a relentless and systematic fight against the Capitalist school system, and Imperialistic and reactionary education.

Their demands include free meals, free medical and dental treatment, and the abolition of corporal punishment and child labour. They complain that there is a tendency among the working classes to send their children to work in order to augment the family income, and they demand the immediate withdrawal from labour of 250,000 children, who, they declare, are employed as errand-boys and girls. Trade Unions are also to receive a share of the propaganda, inducing them to take up the children's struggle.

America, says Mr. Morgenthau, former U.S. Ambassador to Turkey, is clamouring for the truth about foreigners. So Mr. Morgenthau proposes to take over a select committee of experts to study Europe at first hand and explain its views and difficulties to his countrymen. After all it was a European who discovered America. It is only fair that the Americans should now discover Europe.

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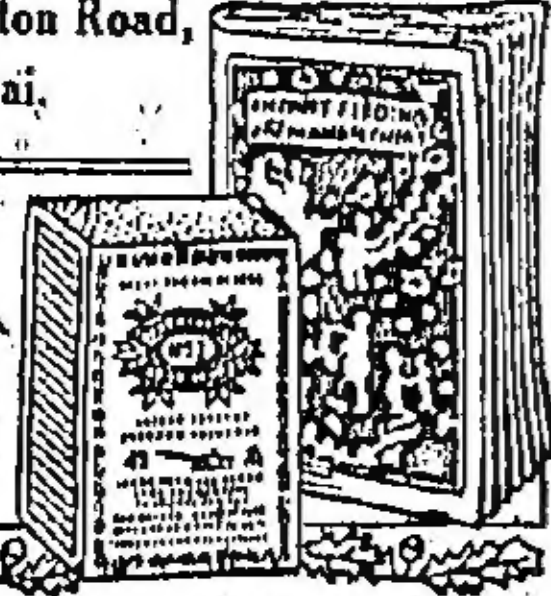
The same principle applies in building a little body. In the first year of life you are laying the foundation for future health and happiness—for future prosperity even, since the race is ever to the strong. Let your baby's food be the finest you can procure. Will it nourish him? Can he digest it? Does it make for hardiness and strength? Is the foundation a happy augury for future health?

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THE PROBLEM OF SEX. IS IT CAPABLE OF CONTROL?

[By Dr. E. E. Fournier d'Albe.]
A couple of years ago, Mr. F. A. E. Crew, of the Animal Breeding Department of Edinburgh University, astonished the grave and reverend signiors of the Royal Society by describing the strange case of a hen which turned into a cock.

It was a Buff Orpington, whose owner, in response to complaints about early cock-crowing, killed the cock, but found that the nuisance complained of remained unabated. It was traced to a hen which had laid excellent eggs for two years, but then stopped laying, developed a fine plumage, and took to cock-crowing. A year later "it fought any and every male in the yard, and was gently courteous to the hens." When mated with a virgin hen it produced two chickens, which in their turn had normal offspring.

The due authentication of this and similar cases brings us face to face with the baffling mystery of sex and the factors which determine it. Mr. Crew himself, in a broadcast "talk" last week, gave an interesting outline of the latest results of the vast amount of research on this subject carried out in European and American Universities.

Adornment and Courtship.

As we ascend from the lowest organisms to the highest, the sexes tend, on the whole, to differentiate more and more, so much so, indeed, that French writers have vaunted the more pronounced physical differences between French men and women as a mark of superiority over the Anglo-Saxon breed! What are now usually called the secondary sex characteristics—those unconnected with the reproductive system itself—find, however, their climax in certain birds and insects. "They are the most astonishing thing that nature has done," says Professor T. H. Morgan, "brilliant colours, plumes, combs, wattles, and spurs, scent glands (pleasant and unpleasant); red spots, yellow spots, green spots, topknots and tails, horns, lanterns for the dark, songs, howlings, dances and tourneys—a medley of odds and ends."

Darwin's somewhat crude theory of sexual selection is not now accepted in its original form, especially since the graceful evolutions of male humming birds have been shown to fulfil their purpose, not in courtship, but in the catching of insects! Yet nobody doubts that the inspiration of sex animates all living things. Gubernator produced giant tadpoles by feeding them with extracts of the thymus gland, while he retarded their growth and produced dwarf frogs by feeding young tadpoles with thyroid extract. The internal secretions of the ductless glands and of the sex organs themselves are known to have a very powerful influence, on bodily health and mental vigour, an influence which, directed into appropriate channels, produces the finest fruits of human endeavour.

The Hidden Mechanism.

The elucidation of the mechanism of sex determination is an achievement of the last twenty years, for it was only in 1905 that Wilson gave a correct interpretation of the function of the sex chromosomes. These are thread-like formations on the very border of what is visible in the most powerful microscope.

An idea of their size may be gained by considering a single living cell, a thousandth of an inch across, containing a nucleus ten times smaller. This nucleus, when stained with dyes and mounted under the microscope, is seen to contain a number of darker bodies, resembling short, thick threads, the "chromosomes."

These chromosomes vary in number from one plant or animal to another, but are the same throughout the individual, being six in some worms, sixteen in bees, forty-eight in man, and up to 100 in other organisms. When the cell multiplies by division the chromosomes pass through a series of pairings, sortings, and splittings, which gives us an insight into the very cauldron of life. But there are always a few of the chromosomes which stand apart from the crowd, and behave differently from the rest.

This behaviour differs profoundly from one species to another, and no general rules can be quoted. In all the cells of an insect called *Protener bellipagi* there are twelve

ordinary chromosomes and one larger one in the male, and twelve ordinary chromosomes and two larger ones in the female. When the spermatozoon, the male germ cell, is being formed, the cell set apart for this function evolves four spermatozoa, two of which contain six ordinary chromosomes only, while the other two contain, in addition, a sex chromosome. The female egg cell, on the other hand, discards three-quarters of its material by several transformations, and finally leaves a single germ cell containing seven chromosomes, the largest of which is a sex chromosome.

Fertilisation.

Now the point is that all the eggs are alike, whereas there are two kinds of spermatozoa. The fertilisation of an egg by a spermatozoon without a sex chromosome produces a male, while fertilisation by the more highly endowed spermatozoon produces a female.

The same rule applies to mammals and to man. In the case of birds, the opposite rule applies, the sex of the chick being in the unfertilised egg, and nothing the cock can do makes any difference. What happened in the case of Mr. Crew's hen-cock was that the Buff Orpington lost its ovaries by disease, and then developed its dormant masculinity, finally acquiring the full powers of that over-dressed Chantecler who crows but delivers no goods.

Sex Control?

Henceforth no man need blame his wife for producing children of the wrong sex. She is neutral in the matter. His is the determining factor. Shall he ever "control" it?

Yesterday came the news that Mr. C. L. Huskins, a young Canadian biologist, working in Professor R. R. Gatca's botanical laboratory at King's College, had definitely traced the growth of "false" wild oats to the loss of one

MISS 1926.

LADY ASKWITH LIKES HER.

Here is Lady Askwith's picture of Miss 1926.—

There is a good deal to be said for the Eton crop and the knee-high skirt that go hand-in-hand with a down-right frank and clean-minded personality, with a freedom from mincing affectations and false modesty and with a sturdy, striding self-reliance.

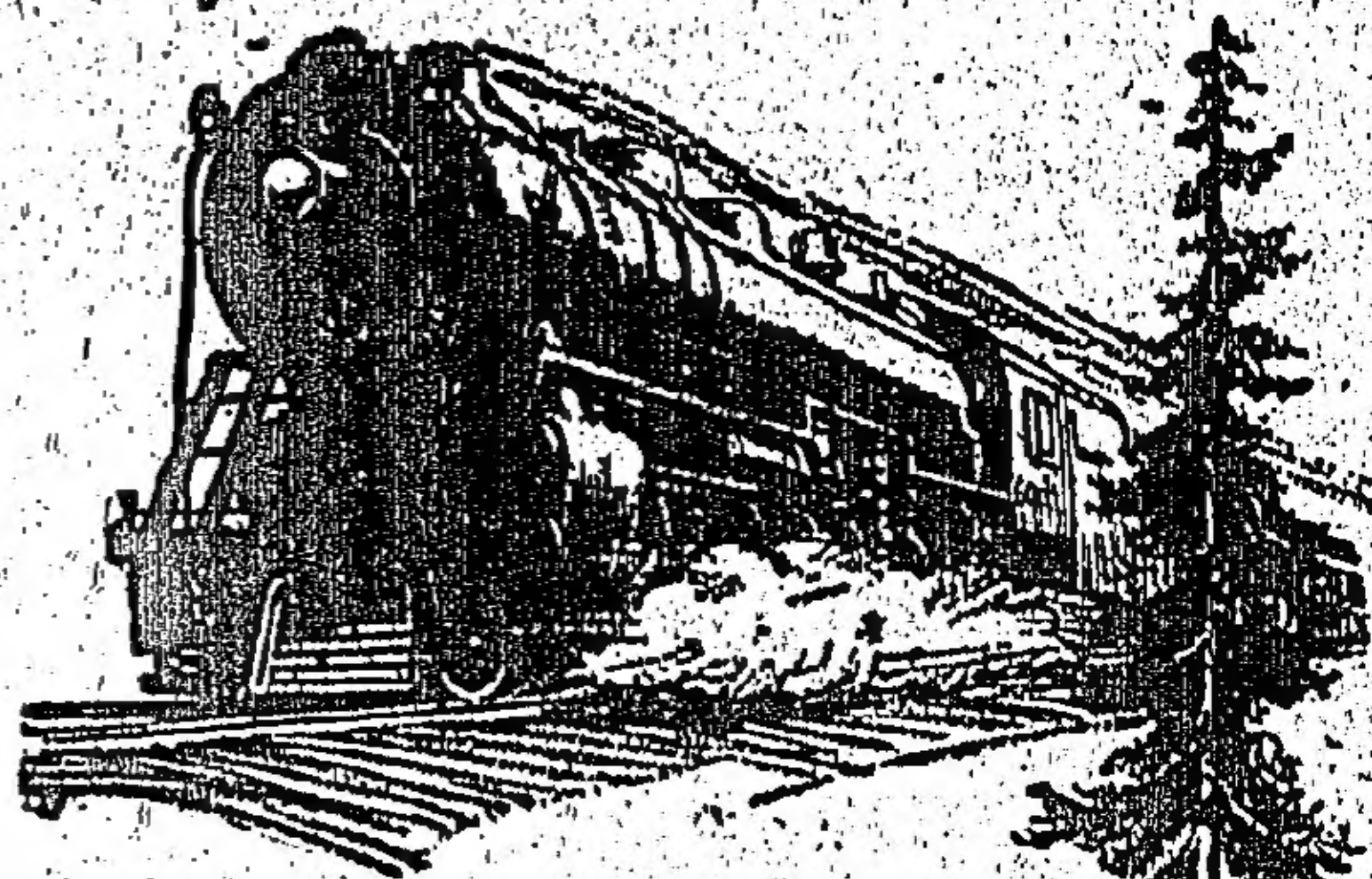
Lady Askwith was speaking at an exhibition of modern "signed" furniture by J. Dugald Stark, at the Vassar Galleries, Kensington. "Furniture may, I think," she said, "be regarded as the feminine counterpart of architecture, and I think I shall not be far wrong if I attribute Mr. Dugald Stark's inspiration for these beautiful and original pieces we see around us to the young woman of to-day."

"She is a much-criticised and much-abused young person, but I suppose her great-grandmother was equally abused in her time."

"The young woman of every age is considered too rapid for her elders to keep pace with though I must admit they are making a pretty good shot at it to-day."

out of the 42 chromosomes which constitute the genetic array of ordinary oats. Mr. Huskins expresses no opinion on the cause of this loss, but admits that it may be due to peculiarities of environment, which in this case would produce a true mutation of species.

Hitherto all attempts to control sex by feeding or the regulation of temperature, or indeed by any other contrivance have failed. But if once science can storm the very citadel of life many things may happen. We should gain fuller control of our destiny, "and that," as an amiable pessimist said, "would be the worst of all calamities."



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Run your tongue across your teeth, and you will feel a film. A film which absorbs discolorations and hides the natural color of your teeth.

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Film is charged, too, with most tooth troubles. It clings to teeth, gets into crevices and stays. Germs breed in it. And they, with tartar, are the chief cause of pyorrhea.

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beauty, film is a serious danger to healthy teeth. You must remove and constantly combat it. It is ever present, ever forming.

Old-time dentifrices were unable to combat it successfully. And tooth troubles were a serious problem.

Now modern science has discovered a new way. A new-type tooth-paste called Pepsodent that acts to curdle film, then harmlessly to remove it. No soap or chalk, no harsh grit dangerous to enamel.

Mail the coupon for a 10-day tube free. Or, buy a full-size tube at any druggist's today. See what beauty lies beneath the film on your teeth.

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Pepsodent disintegrates the film, then removes it with an agent far softer than enamel. Never use a film combatant which contains harsh grit.

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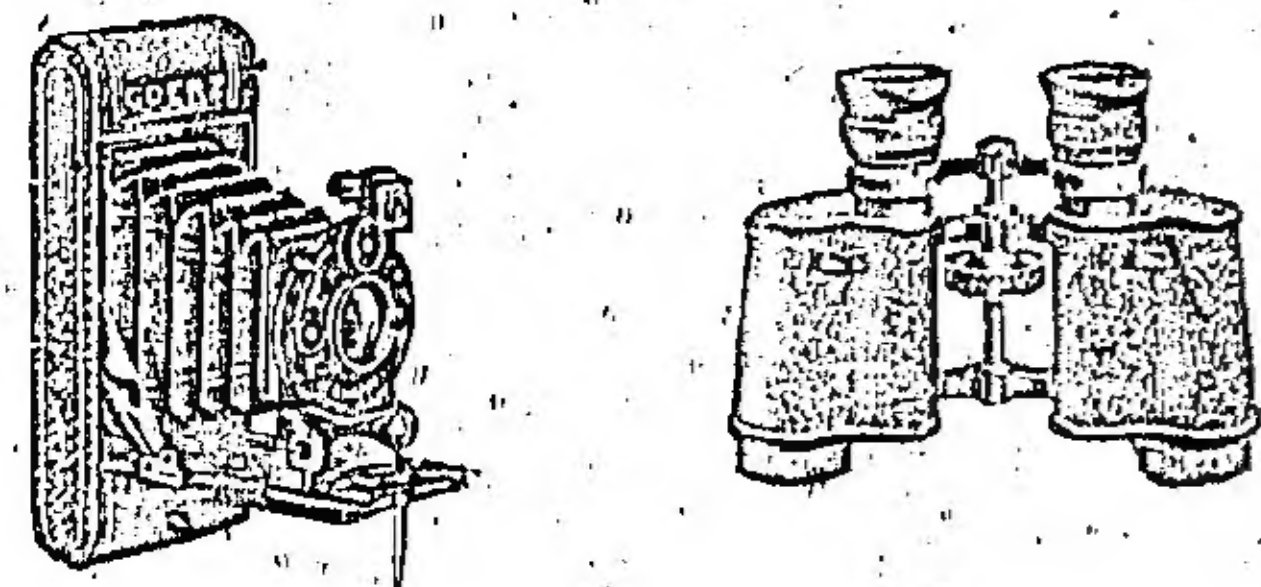
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THE FIRE BRIGADE.

EFFECT OF STRIKE ON EFFICIENCY.

The annual report of the Chief Officer of the Hongkong Fire Brigade shows that during the year there were 180 calls responded to, 124 for fires, 19 for chimney fires, 12 for collapses or landslides and 25 for false alarms, nine of the latter being maliciously given, six due to electrical faults, and the remaining 13 given with good intent. There were 32 calls more than the year before.

The cost of the Brigade was \$333,846, as compared with \$199,670 in 1924 and \$166,786 in 1923. This increase was partly due to the addition of new equipment.

Thirteen persons lost their lives at fires or received such injuries that they subsequently succumbed, while seven persons received minor injuries. Forty-three persons were rescued from collapses and landslides, and 81 corpses were recovered. The greatest disaster of this nature during the year was that which happened at Po Hing Fong.

There was one death of a member of the staff, who fell from a drill tower at the Wanchai station a distance of 40 feet. Nine cases of minor injuries were sustained by others.

The Strike.

Owing to the low salaries, the service has proved unattractive in the past. But in November 1925 the pay was raised and several recruits were obtained. The position at the close of the year was nevertheless unsatisfactory, as there were only 35 Chinese firemen out of an establishment of 85.

The strike had a material effect on the Brigade, 24 of its members deserting, including eight out of the nine men from the No. 2 fire float moored at Yau-mat. As out of the Cantonese contingent of the Police Force only eight men deserted of a total of over 500, the remaining members of the Fire Brigade were worn in as special constables. This had the effect of improving their morale.

Motor Ambulances.

The motor ambulance service was appreciably augmented during the year. Two new vehicles were added to the equipment, one for Hongkong and one for Kowloon. The four ambulances during the year, attended 2,265 cases, covering a distance of 17,939 miles. The No. 1 ambulance in Hongkong was in greatest requisition receiving 1,009 calls, of which 433 were from the police and 571 private. No. 4 Kowloon came second with 502 calls, No. 2 Kowloon third with 395 and No. 3 Hongkong last with 359. There were 2,129 ambulance calls in 1924, 1,712 in 1923 and 1,185 in 1922.

A great deal of repair work and overhauling was done during the year. Three new upper extension ladders were made by the Kowloon Canton Railway to replace broken ones. Electric lighting replaced acetylene lamps on the older equipment. Ambulances were also overhauled. A motor lorry was fitted with a new engine. The new fire float was successfully launched during the year.

Fire inspection work shows a return of 64 buildings, theatres and cinemas inspected. As a result of the inspection work of the past three years most of the important buildings now have hydrant fire services installed.

THE FRANC.

RESULT OF DEBT SETTLEMENT.

London, July 16. The French franc in London opened this morning at 201½ and later touched 204½. A Paris message says the fall has attained an impetus which it is increasingly hard to check, and is explicable by the nervousness due to continued uncertainty in the political and financial situation. The parliament and country are still in the dark as regards the details of M. Caillaux's financial proposals. The Treasury is practically empty. Meanwhile, the Government exists on the sufferance of twenty-two votes, whose renewal depends on the adoption of its concrete programme. Furthermore, the satisfaction over the Anglo-French debt agreement is mitigated by doubts whether Washington will follow London's lead in the matter of a safeguard clause.—Reuter.

MISSING AMERICAN.

THE EMBEZZLEMENT CHARGE.

(Our Own Correspondent.)

Shanghai, July 16. William A. Chapman, the missing clerk of the United States Court of China, who is charged with embezzlement of \$30,000, is aboard the President Jefferson, arriving at Seattle on July 22, according to confidential advices from Yokohama.

Officials say this case will bring an official ruling on the question whether extradition from the United States to China is possible.—Reuter.

CANADIAN OIL.

AN EXPLORATION SYNDICATE.

London, July 16. It is reported that the American Hudson Bay Company has entered into an arrangement with E. W. Marland for exploration and development of their oil rights in Canada. A Canadian company will be formed, entitled the Hudson Bay Marland Oil Company.—Reuter.

PHILIPPINES LEGISLATURE BUILDING.

OPENED YESTERDAY AFTERNOON.

Manila, July 16. The Legislature will open this afternoon the new Legislative Building which has just been completed at a cost of P.4,000,000.

Governor General Wood in a message will point out that the Philippines have a surplus of forty-five million pesos, which cancels about half the deficits incurred in the previous administration and he will urge women's suffrage and a moderate tariff on imported cattle. He asks the Legislature's co-operation with Col. Carmi Thompson.—Reuter.

COBHAM'S FLIGHT.

DELAYED BY BAD WEATHER.

Karachi, July 16. Alan Cobham was unable to take off from Bunder Abbas owing to severe weather, which is likely to last several days.—Reuter.

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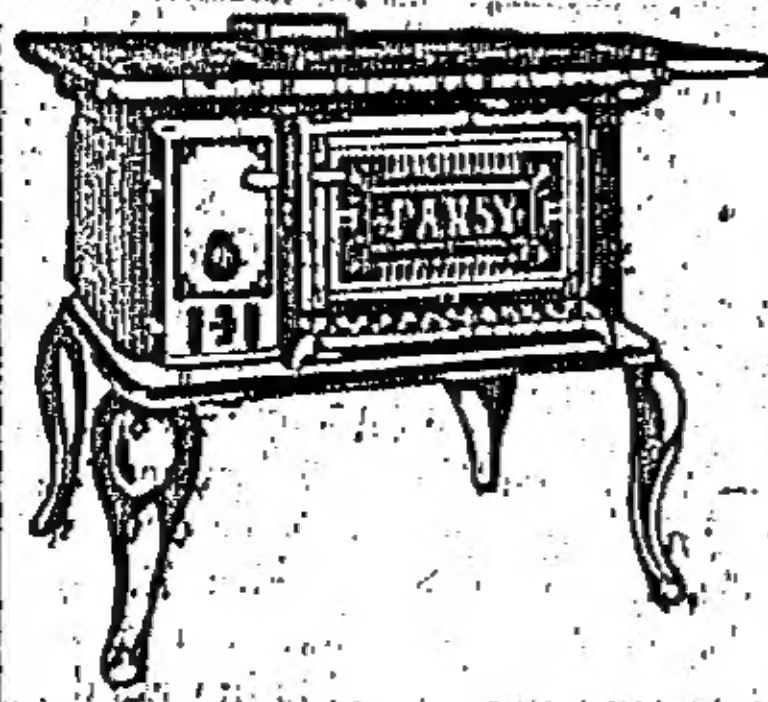
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S. & W. SARDINES in TOMATO SAUCE	" "	.35
" SALMON SOCKEYE	per large tin	\$1.00
" " " " " " " "	per small tin	.65
GOLD BAR	per tin	.85
S. & W. TUNA FISH	" "	.50
GREEN'S LOBSTER	per large tin	\$2.25
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The Telegraph

SATURDAY, JULY 17, 1926.

A PORTUGUESE COMPANY.

We note with the liveliest satisfaction that there is a movement afoot for the purpose of forming a Portuguese Infantry Company of the Hongkong Volunteer Defence Corps. The position now appears to be that the whole matter has been thoroughly discussed, and all that is necessary is for those eligible to come forward and enrol. We shall be utterly mistaken in our estimate of the good qualities of the Portuguese community if, within a very short space of time, sufficient young men do not signify their willingness to join up. In Shanghai, there is a very strong unit of the Portuguese in the Volunteers, and although, admittedly, the conditions here are not on all four with those obtaining in the Northern port, which is under international control, there is certainly no lack of men who would be entitled to enrol in the proposed new Company.

The absence of a Portuguese company of the Volunteers in Hongkong in the past must not be taken as being in any way indicative of an unwillingness on the part of the community to render essential service to the Colony. We recall the large and active Portuguese unit in the old Police Reserve, and, coming to more recent times, everyone will remember how well the Portuguese responded to the call for emergency workers and special constables. In many other ways, too, our Portuguese friends have shown that they recognise the responsibilities as well as the privileges which attach to residence in this British Colony. There are at present, we believe, quite a few Portuguese in the Defence Corps—certainly enough to form the nucleus of the proposed new Company. With the large Portuguese community resident here, there should be no difficulty in raising at least two hundred men, and from these it should be possible to form two platoons. We all know what progress the Portuguese have been showing during recent years in the realm of sport, and from the footballers, basketballers and athletes it should be possible to form a platoon of alert, active and enthusiastic young men. From one standpoint, a Portuguese unit of the Defence Corps, once established, should become

one of the strongest companies in the whole Corps, because most of the Portuguese here are permanent residents of the Colony. They are all duly appreciative, also, of the security and protection which they enjoy under the British flag, and, as we have shown, they have not hesitated in the past to render extremely useful service to the community in general. We have on more than one occasion been told that the Volunteers are of real value in the defence scheme of the Colony, and it can certainly be said that the Corps was never so well officered as it now is. The duties attaching to membership are not unduly arduous, and there is much that is attractive in the varied activities of the Corps. We now look to the young men of the Portuguese community to come forward and make the scheme for a company of their nationals practicable. Once such a unit were formed, we have no doubt that its members would show their pride in it by striving might and main to make it one of, if not the most enthusiastic and efficient company in the Corps.

Non-Stop Flights.

By the long distance non-stop flights which are now all the rage with French aviators many new possibilities are opened up. The latest achievement is a non-stop flight of 3,000 miles from Paris to Omsk, in far Siberia, and this is a record which will take a lot of beating even from the endurance point of view. The previous best was the French flight of 2,734 miles from Paris to Basm, and this took about 21½ flying hours. Ruter did not tell us how long the latest 3,000 miles flight took, but it could not have been less than 24 hours, and the strain of being in the air without rest for that length of time must have been enormous. An average speed of about 125 miles per hour had to be maintained. Just what will be the ultimate average speed of the aircraft of the future is hard to hazard, but the tendency is all in the direction of speeding up, and it may well be that a speed considerably higher than 125 miles per hour will be secured for machines capable of long-distance flying. If that is so, and if "stunt" pilots can still be found to undergo great strains of endurance, then there is no reason why the great oceans and continents of the world should not all be spanned by non-stop flights. Non-stop flying will never, we imagine, call for such a marvellous development as would be presented by one-day flights of great distance, but the vista of flying possibilities is fast opening up beyond what was thought reasonable even a few short years ago. Mr. Alan Cobham can go flying about the world with as much ease as though he were driving a taxi-cab, and 3,000 miles can be flown in one day on a non-stop flight! Surely these things should convince us that we live in the age of mechanical miracles so fond to the heart of the imaginative novelist of a few years ago.

EXCHANGE RATES.

	Rugby, July 16.
Paris	206 1/2
Brussels	200 1/2
Amsterdam	12 10 1/2
Berlin	20 42
Copenhagen	18 35 1/2
Vienna	34 41 1/2
Helsingfors	189 1/2
Lisbon	2 17 1/2
Buenos Aires	45 1/2
Shanghai	2 11 1/2
Yokohama	1 11 3 1/2
New York	4 86 1/2
Geneva	25 11 1/2
Madrid	144 1/2
Stockholm	18 15 1/2
Cairo	22 17 1/2
Prague	164 1/2
Madrid	80 88
Rio	7 1/2
Bombay	1 5 61 1/2
Hongkong	2 12 1/2
Silver (spot)	29 15 1/2
Silver (forward)	20 1/2

RUBBERS HARES.

PRICES IN LOCAL SALES.

Messrs. Carroll Brothers report the following prices paid for Straits Rubbers—Alibonys, \$3.50; Ayer Panas, \$4; Balgownies, \$5.20; Glencals, \$3; Jimahe, \$2.70; Montakabs, 60 cents; Pajams, \$14. The following dividends have also been declared—Ayer Panas, 10 per cent interim; Ayer Panas, 10 per cent interim, making 20 per cent to date; Ayer Moleks, 10 per cent interim, making 80 per cent to date.

DAY BY DAY.

HE WHO WILL FIGHT THE DEVIL AT HIS OWN WEAPON MUST NOT WONDER IF HE FINDS HIM AN OVERMATCH.—South.

His Excellency the Governor in Council has directed that the name of Mr. F. W. Foster-Turner be added to the List of Authorized Architects.

A notification in to-day's Government Gazette says that Ice House Street, south of Queen's Road Central, is now open to motor traffic upwards, but that motor traffic down the hill is prohibited.

His Excellency the Governor has appointed Mr. John Richard Carr, Assistant Supervisor in the Botanical and Forestry Department to be Forest Officer, with effect from 12th July, 1926, vice Mr. Frederic Cyril Goodman, resigned.

Chicago, June 15.—Mrs. Laura Lloyd, whose right arm had been useless for two years as a result of a fall, received a shock when lightning struck near her and the use of her arm was restored.

The Observatory returns for June show that the average mean temperature was 77.3, the highest being 89.1 and the lowest 66.6. There were 94 hours of sunshine and 6.63 inches of rain, whilst the average humidity was 83.

It is notified that His Excellency the Governor in Council has ordered that the Christian Chinese Cemetery, Kowloon Tong, known as New Kowloon Inland Lot No. 16, shall be closed from and after the 1st day of August, 1926.

His Excellency the Governor has appointed, provisionally and subject to His Majesty's pleasure, the Hon. Mr. D. G. M. Bernard to be an Unofficial Member of the Executive Council during the absence from the Colony of the Hon. Sir H. E. Pollock, K. C.

On the 15th instant, Inspector O'Brien, of the S. P. C. A., arrested a man in Navy Street, Yaumatei, with 20 pigeons tied in a bunch by a string. At the Kowloon Magistrate's Court yesterday, the man was brought before Mr. Nihil and fined \$10.

Capt. Robert Dollar, head of the Dollar Steamship Line, who is engaged in another around-the-world tour, is expected to arrive in Hongkong either to-morrow by the s.s. President Madison or on Monday by the s.s. President Harrison from Shanghai.

Miss Stewart, living at the Republic Bay Hotel, has reported to the police that shortly after ten o'clock yesterday morning, her car collided with another car coming from the opposite direction at Stubbs Road. Some damage was caused to her car.

At 12.15 p.m. yesterday, Inspector P. Grant met with an accident whilst driving his motor cycle and sidecar at Bonham Road. At a point below the Ying Wah College, whilst turning round a bend, the off wheel of his sidecar raised, causing the combination to swerve and collide with a Hongkong Hotel motor bus. Inspector Grant was slightly injured in the knee.

CHINA'S NEED OF DOCTORS.

AMERICAN DIRECTOR'S PLEA.

Writing to the New York Evening Post, Dr. Charles K. Edmunds, American Director of the Lingnan University, says:—One hundred thousand physicians and surgeons are immediately needed in China, according to leaders in that country.

Hookworm, Typhoid, smallpox, cholera, bubonic plague, tuberculosis, malaria and leprosy occur because of unhygienic and unsanitary conditions in homes and communities.

The present medical staff at Lingnan University, Canton, consists of two American physicians, one Chinese man and one Chinese woman trained in medicine and three nurses. An idea of the need can be gleaned from figures taken from the report of Dr. William W. Cadbury, college physician, showing 12,194 patients treated in the infirmary, 1926 at dispensaries, 3246 hospital days of patients in the infirmary and 1130 physical examinations for students.

MIXED GRILL & A Merry Miscellany Ashley Sterne

A curious situation arose in a village cricket match in which I was taking part a few days ago. The bowler made an appeal for l.b.w., but the umpire regretted he was unable to give any decision as he had been lighting his pipe at the time, and hadn't observed the incident.



The bowler then called on the batsman to say, as man to man, whether or not he had had his leg in front, to which the batsman replied that, as he invariably shut his eyes when the ball was delivered, he could venture no opinion. In the emergency it was decided to hold a ballot of the spectators, but as both of them had chanced to be in the refreshment tent drinking beer at the critical moment, this method was rendered abortive. Finally it was decided to ring up the M. C. C., who subsequently phoned back ordering the same ball to be re-bowled. This was done, and the bowler's umpire, with great presence of mind, coupled with Solomonian wisdom, promptly called "no ball."

A doctor states that, in the hot days of summer, it is advisable to wear a hat with a red lining, as this colour absorbs certain harmful heat rays, and "prevents the head from being affected." I can only remark that from a close observation of the behaviour of my fellow men during a heat wave, none of them seems to observe this simple precaution.

Constant readers may remember that last summer Professor Barmon Crummett, F. Z. S., invented a new kind of wasp which couldn't sting. This new wasp was, in fact, two separate and distinct half-wasps, the nether half, which possessed the sting, being rendered harmless by having no brain to operate it; while the upper half was innocuous because it had no sting anyhow. This year the Professor is busy inventing a bee that can gather honey at both ends. As he very soundly argues, a bee can only use its sting once, a fact which makes it practically harmless as a permanent weapon. The space occupied by the sting, he contends, could be far more expeditiously filled with a second proboscis. To this end he is extracting the stings from his bees, and inserting in their place artificial probosces made of very, very thin macaroni. This device, he confidently anticipates, will enable the bees to secrete twice as much honey as before, though, at the moment, he is doubtful whether the little creatures will be able to fly with this unaccustomed overweight. He hopes, however, to train them for this extra strain by giving them daily dumb-bell exercises. Swedish drill, massage, and a special diet of vitamins B.

A man last week was fined twenty-shillings for using profane and abusive language in public. There is no truth in the rumour that he was an aspirant to lawn tennis honours practising for the Wimbledon Championships.

One of our prominent woman writers declares that her ideal abode is a cabin on an uninhabited tropic island. My yes, but—

My reference last week to the Royal Academy's rejection of my friend Mr. Burne-Tucker's masterly study of still life has evoked a letter from another friend of mine, Mr. Chisland Hackett, the well-known sculptor. He tells me he sent in a bust of the famous Society beauty, Miss Vera Uggelley-Mugford, which he had executed in pink Edinburgh rock, only to receive a curt notice from the authorities that there was no class in the Sculpture Section for "dolphin" drinking foundations, and that they would consequently feel obliged if he would kindly make arrangements immediately to remove the nuisance. Naturally my friend was very much upset, the more so as, when he arrived with a wheelbarrow to remove the bust, he found it being used as a door-stopper.

I have not yet seen this work of art, but friends who have told me that Mr. Chisland Hackett has shown more than justice to Miss Uggelley-Mugford. He has, in fact, shown mercy.

LORIGA IN MANILA.

Manila, July 16.
Capt. Loriga has arrived here from Macao on his way to Spain.
—Reuter.

The definition of what is, and what is not, armament has given the Geneva delegates some brain work. The Belgian delegates pointed out that in modern war it is not so much the number and range of guns as the supplies of chemical and aeroplane material that count. Should all these articles be scheduled the work of the delegates will be long and arduous.

"O place me on an island in the South Pacific seas. In a little old log cabin, with no neighbours, if you please. Save the serpents in the grasses, the gorillas in the trees, and the beetles and the centipedes crawling on my floor. O how I'll love to while away the bright and sunny day. In watching all the different sorts of animals at play—The turtles on the foreshore and the dugongs in the bay. And the great fruit-bats all hanging upside-down behind my door!

And when at night I go to rest within my humble shed, I'll see the tarantulas on the ceiling o'er my head; I'll find, perhaps, an iguana sleeping in my bed. And other things I've never seen outside the Reptile House, Oh no! they'll never frighten me, nor keep me from my rest,—These interesting creatures in my Island of the Blest! There's only one thing causes me a qualm within my breast; In these South Pacific regions shall I find the common mouse?

Lady Bursletosh, I hear, created quite a sensation when she attended the Opera a few nights ago. She arrived with a friend just twenty minutes after the curtain had risen on the first Act, and in fighting her way to her stall she woke up three stockbrokers, fell over a company-promoter, and subsided into the lap of a moneylender who was peacefully reading the Financial Times by the light of a pocket-torch. Thereafter, her bright and witty conversation did much to relieve the tedium of the opera—Pumpkin-kel's "Sauerkraut," which was having its first performance this season. Originally written in German, it was being sung in Italian by the Swiss soprano, Mme. Casara-Sagrada; in Dutch by the Russian tenor, Ivan Orridkoff; and in Finnish by the Turkish baritone, Rahat Lakoum. Lady Bursletosh's bon mot, delivered audibly during



a dramatic pause in the action, to the effect that she had seen performing fleas which were funnier, was enthusiastically cheered by the gallery.

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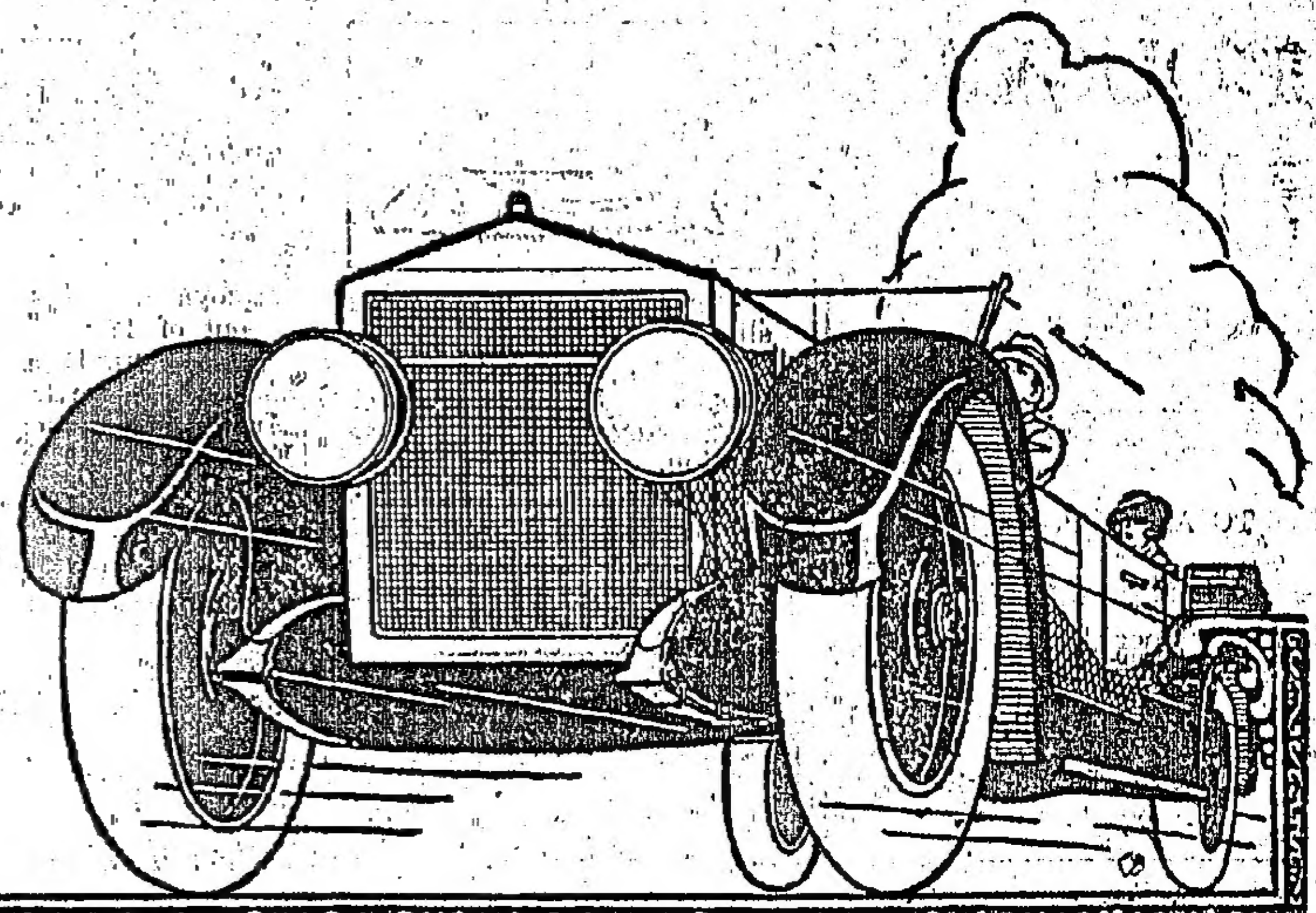
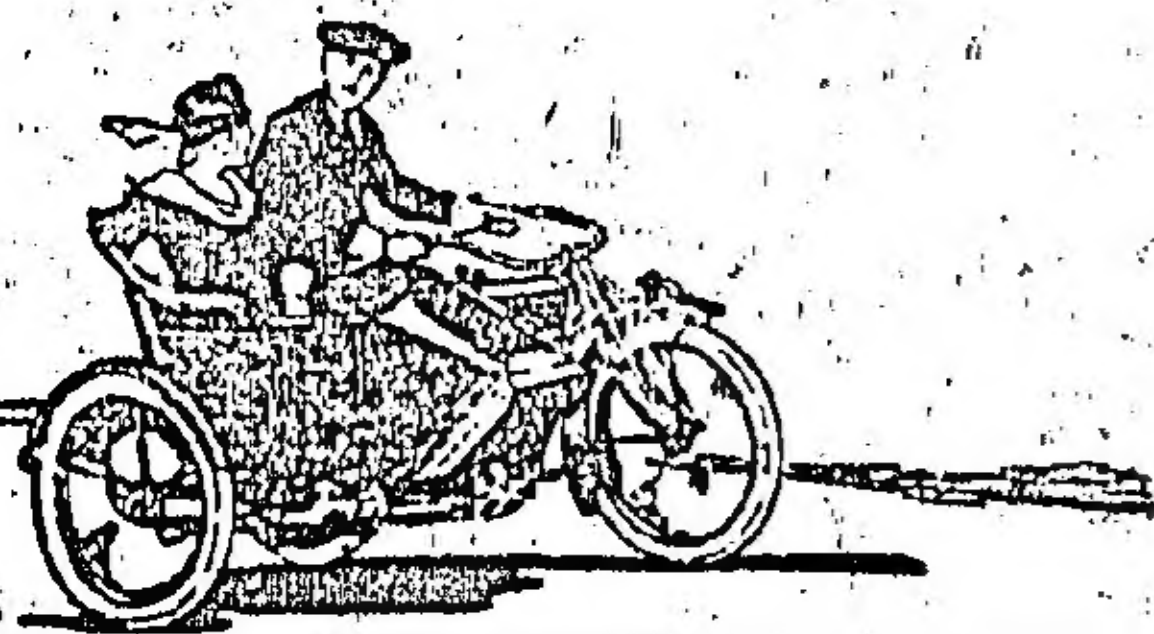
At the annual meeting of the Rugby Football Union held in London it was announced that an invitation had been sent to New South Wales to tour the United Kingdom and Ireland in 1927-8. Mr. Buxton and Mr. Prescott have been appointed a four sub-committee. Mr. Cartwright, of South Africa, was elected Vice-President and Mr. Buxton has succeeded Mr. Ferens in the presidency.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 17th. July, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

Dangerous Beauty.

One cannot help being struck, when motoring out to Castle Peak by the beautiful coastal road, by the vigorous growth of the numerous trees which the Government has, in past years, planted along its sides. Young acacia and fir trees give promise of a really lovely avenue road later on, and there are already some parts where a bower-like effect is gained as one drives under spreading trees. But, on some of the sharp corners, these road-side trees are endangering the vision ahead, cutting off big angles of sight and converting many a bend into almost "blind" ones. At the moment, the trees are not full grown enough to be a real danger but in a comparatively short while they will be in need of attention and cutting if motorists are to be immune from unnecessary danger. It is to be hoped that a body such as the Automobile Association will keep a watchful eye on the matter.

Obstruction Removed.

There is a worthy sentiment against the cutting down of venerable old trees but we think that there will be few to quarrel with the removal of the big obstructing tree that stood in the middle of the roadway at the junction of Queen's Road and Battery Path. The lamp standard which was also at this spot was removed some time ago and a very big improvement will have been effected when the tree stump has been removed and the whole width of the street made available for traffic. This is quite a busy spot and the removal of the tree was desirable in order to provide enough room.

Ice House Street. "Climb."

We hear a rumour that the authorities are considering the opening up to traffic of Ice House Street, from Queen's Road, to Lower Albert Road. Only one-way traffic would, apparently, be allowed. It is argued that Ice House Street is really a very easy gradient and far from being dangerous. The gradient is much less than certain parts of Garden Road and Robinson Road, and it is thought that motorists would appreciate this road being opened, as it would not only save much time and petrol for those who wanted to get up to the Central Police Headquarters level but would also relieve the congestion on Garden Road. Motor cars have come to stay in Hongkong and their numbers are increasing weekly, and it is contended that motorists must have the roads; provided they are such as can be negotiated without danger. Some of the gradients at Home are very steep and the Ice House Street hill would hardly be called a "climb" by motorists in the Old Country.

Hand Signals.

A uniform code of hand signals for motorists has now been printed locally and copies are being distributed to all motor-drivers. Motorists renewing their licences should see that they get a copy. Professional drivers have been instructed to make themselves acquainted with the code as soon as possible and, as the instructions are printed in both English and Chinese, this should not be a difficult matter. It is stated that all new drivers will be examined in these signals before being passed for a licence. Copies of the code are obtainable from the Traffic Department, Police Headquarters.

Stopping Places for Buses.

The notice boards at the various stopping places for motor buses in Kowloon have now been erected and the buses are allowed only to stop at the approved places, either for taking on or setting down passengers. Notices to the effect that buses will not be allowed to stop at any other places are being posted inside the buses. We hear that some of the Companies operating the bus services intend putting on some really up-to-date British buses within the next few months.

The Shek O Road.

As this road is by no means in good condition it is to be hoped that it will, in the near future, receive attention, as it is now being used a great deal. Traffic on this road is on the increase and if the surface were better a good many more motorists would doubtless use it. We have heard the suggestion put forward that a telephone should be placed somewhere on this road—say half-way along. At present, if a car breaks down or any untoward happening occurs the nearest telephone is probably miles away. There is a telephone at the Shek O Club but nothing on the whole way back. Perhaps this matter will receive consideration when the road is put into better repair and it becomes more used. The question of installing a telephone on the Castle Peak Road, mid-way between Twin Wan and Castle Peak, ought also to be considered, as many a motorist has been stranded for several hours before he was able to get assistance or into touch with the neighbouring districts.

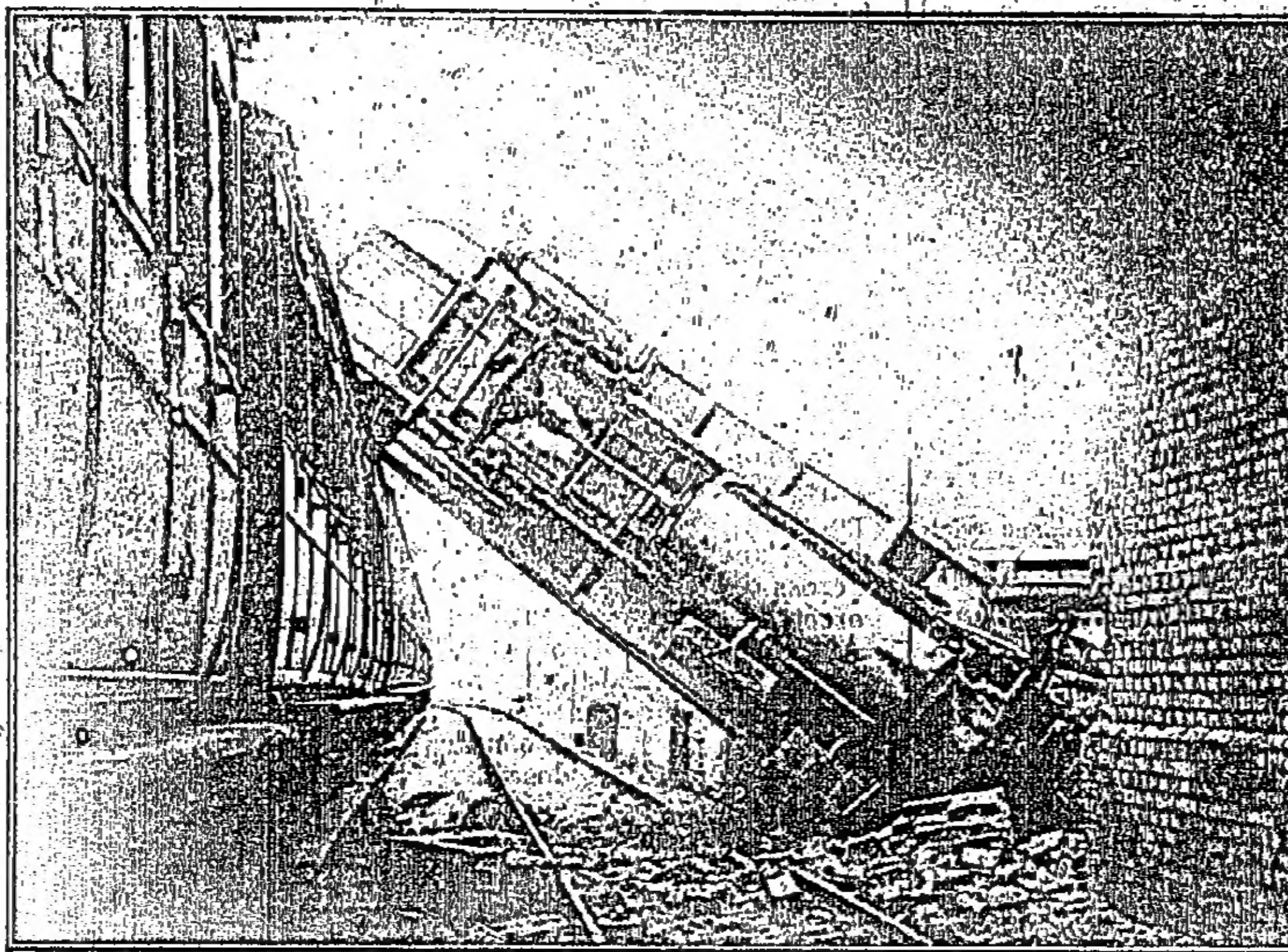
Gymkhanas.

Those who journeyed down to Sookumpoo on Saturday last for the Gymkhana organised by the M. J. and A. C. Companies of the Volunteer Defence Corps, were provided with an excellent afternoon's entertainment. Taking everything into consideration, the Committee are to be congratulated upon the success of the function, and the experience gained will prove invaluable when the next competitions are arranged. There were a large number of competitors, and, in anticipation of an even larger number in the future, it would be as well to limit the entries for certain events, or endeavour to run off preliminary heats so that finalists only appeared in such events as tilting the bucket. As it was, the long string of motor cyclists awaiting their turn to compete, made this event rather a long drawn out affair, although as a spectacle, it was both thrilling and humorous.

Stubbs Road.

Some few weeks ago, we commented upon a matter which required attention on Stubbs Road. As there appears to be no immediate prospect of action being taken, we make no apology for again referring to the subject. It was apparently recognised that the road might conveniently be widened by cutting away a large slice of the hillside at a certain point, between Bowen Road and Wanchai Gap. This was done, but, following the old contour of the road is an iron pipe, which needs to be set back in order to provide motorists with the additional road space. The pipe remains, and no steps are being taken to top-dress the new traffic area with a view to opening it for use. It seems so unsatisfactory when certain improvements are put in hand, practically completed, and then left for weeks or months, until somebody decides that the job might be finished. This particular corner certainly required widening, but now that the major part of the work is done, why on earth not carry on and complete it?

BUS FALLS ON TO A TRAIN.



While crossing a railway bridge, at Thetford, Norfolk, a motor bus ran into the parapet, fell 30ft. on to the line, turned a somersault and came to rest tilted against a stationary train. Beyond shock no one on board the omnibus was hurt.

THE HOME STRIKE.

HOW MOTORISTS HELPED.

The following letter has been received by the Secretary of the Automobile Association from Lt. Col. The Rt. Hon. Wilfrid Ashley, M.P. Minister of Transport:—

"Dear Mr. Stenson Cooke,

"I wish to take an early opportunity of writing to thank you, and the members of your staff, and through you the members of the Automobile Association throughout the country, for the great assistance rendered to the Government during the recent crisis."

"In the Daily Reports which I received from the Road Commissioners, who were in charge of the emergency arrangements for transport by road in various parts of the country, repeated reference was made to the number of motorists who responded to the appeal issued by the Association, and to the value of the services which they rendered. I may mention in particular the work which they did as despatch riders, and in connection with the distribution of the Government newspaper. Several of the Road Commissioners also mentioned the valuable information as to the conditions on the main lines of communication by road furnished by the regular Automobile Association patrols. My own Department is under a special debt of gratitude for the daily service of despatch riders to and from London, and each of the Divisional Emergency Headquarters."

"For all this help in the national emergency I hope you and the members of the Automobile Association will accept my heartiest thanks."

Yours sincerely,
(Sgd.) WILFRID ASHLEY,
6, Whitehall Gardens
London, S.W. 1.

CHINESE ROAD IMPROVEMENTS.

HANDICAPPED BY TIGHTNESS OF MONEY.

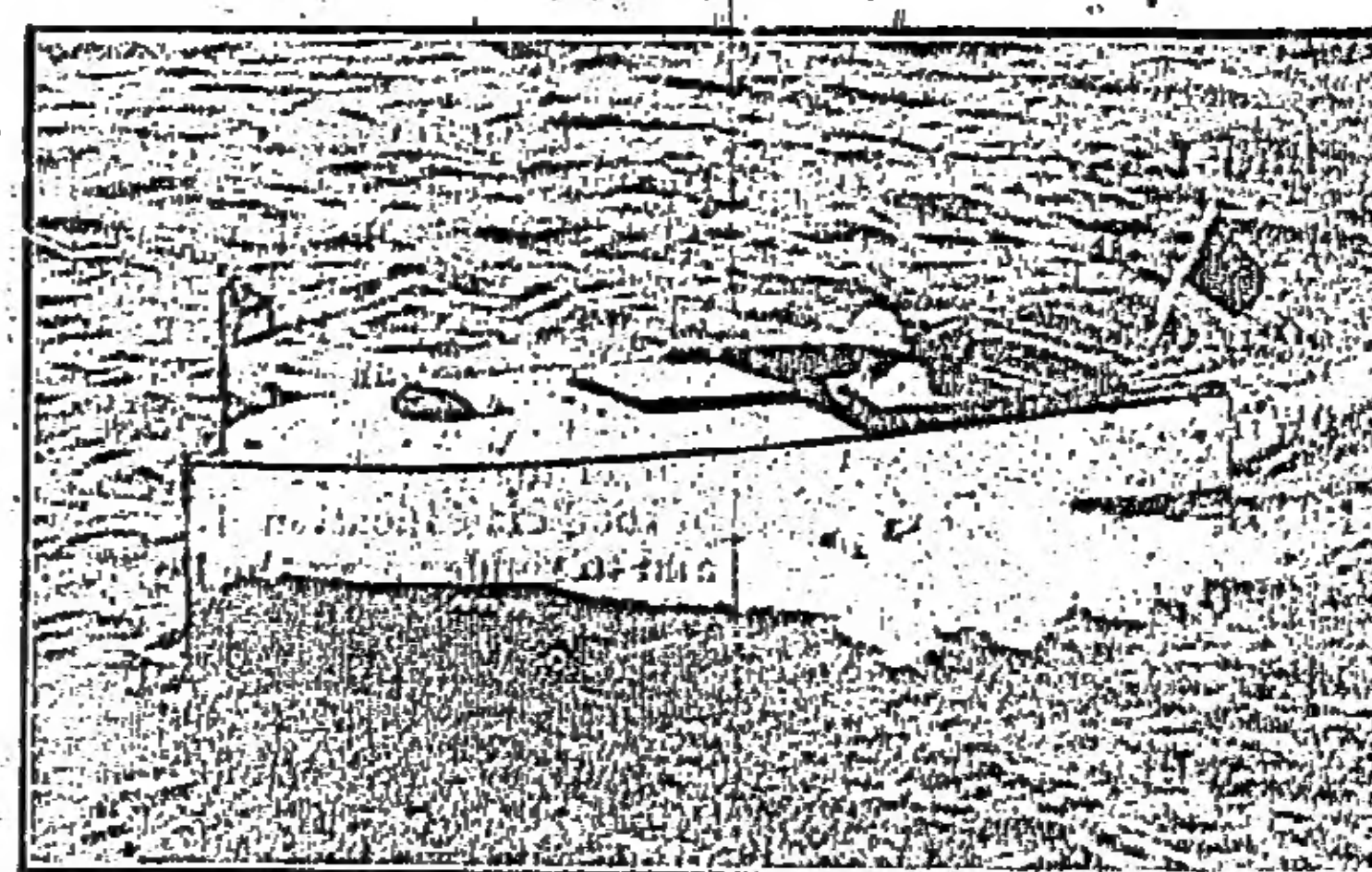
Nanchang, Ki, June 8.—At the tea party given by Gen. Teng Juchao on May 29 to local gentry and business men, to discuss municipal improvement, it was decided that the market, roads, sewage and public hygiene should be improved. As to finance, it was agreed that a portion of the tax imposed on residents should be set aside for this purpose. It is heard recently that the design and diagram for marking the roads around the Pei Hua Lake here in the city has been completed, and work will probably commence some time next week. The marking of new roads and improving the streets in the city is a big job and will take a long time. The houses are too closely built, and the city is densely populated. Consequently merchants will lose, and this will probably handicap the work of improvement. Following the great famine money is tight.

COMPULSORY INSURANCE.

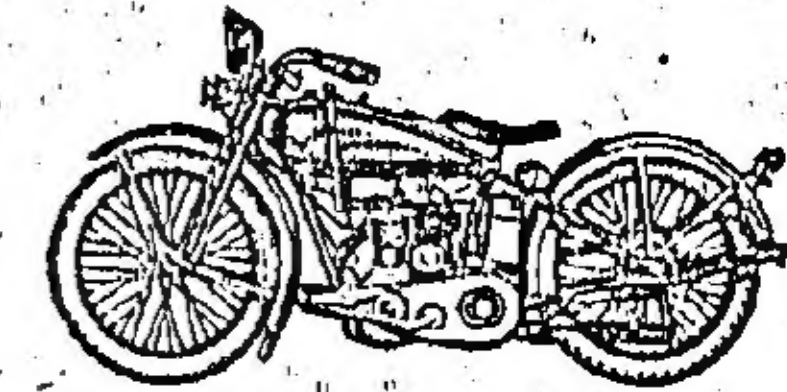
A bill has been prepared by Earl Russell which provides that no licence for the use of a motor vehicle shall be issued unless there is produced to the issuing officer a policy of insurance, or a receipt for the insurance against third-party risks in the sum of not less than £5,000 for any damage caused by the use of the vehicle during the period covered by the licence.

The attractions of Canada as a touring ground is exemplified by the fact that it is officially estimated that tourists from the United States have spent £3,000,000 in the Dominion this year. This sum equals a quarter of the value of the Dominion's wheat crop and represents the approximate annual mining output of Ontario, Quebec and British Columbia combined. More than 2,000,000 American motor-cars, carrying about 9,000,000 people (approximately equal to the total population of Canada), are estimated to have crossed the frontier into the Dominion during the autumn months alone.

POPULAR "AILSA CRAIG" SPEED BOAT.



Through the courtesy of Messrs. Dodwell & Co. sole agents for "Ailsa Craig" motor boats and marine engines, we experienced the pleasure of a trial run in the above "runabout" at Junk Bay. Before leaving Home, this sporty little craft attained a speed of 16 knots, and since arriving here, she has lived up to her reputation. In fuel consumption the "Ailsa Craig" is remarkably economical, and the particular type illustrated above should prove useful for urgent communication work on the harbour, and equally ideal for sporting purposes. (Photo A. Fong.)



ARE YOU READY?

Has the call of the open road gripped you? Are you longing to "give her the gas" and enjoy another season of motorcycling?

But, just a minute before you take that trip. Is your machine in the best of condition to insure another long period of motorcycling pleasure, free from trouble and worry?

Do you expect maximum power from a carbon filled motor? Are any bearings worn? Are adjustments necessary? If so, remedy these things now when it's very easy, and inexpensive. Later, repair bills may result from neglect.

If your machine needs attention, we can do the work, unless you do it yourself. At any rate, buy your parts from us. For we use and sell only genuine HARLEY-DAVIDSON parts—

REPAIRS ON ALL MAKES OF MOTORCYCLES.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.



Motorists who use inferior Lubricating oil for the lubrication of their motorcar engines may as well have a tombstone made for their motorcar engines, bearing the following inscription:

IN MEMORY OF

A GOOD

MOTOR

KILLED BY

CHEAP OIL

BUILT 1925—JUNKED 1928

REST IN PIECES

To insure long life to your motor and freedom from repairs and breakdowns use Gargoyles Mobiloil.

VACUUM OIL CO.

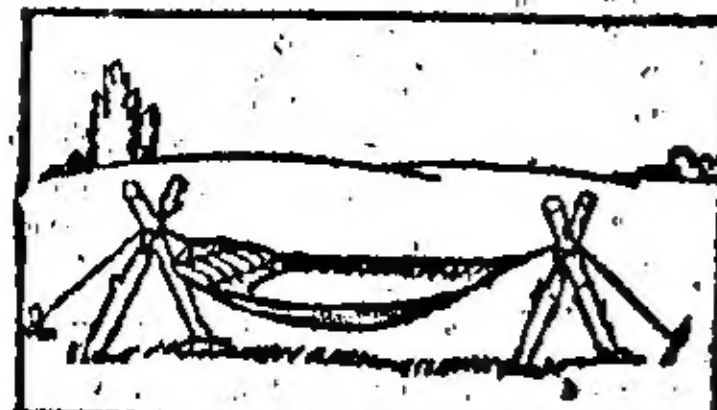
For the yachtsman, or strictly moderate means, an admirable little auxiliary has been provided recently in the form of the 4/6 h.p. Ailsa Craig "Pup" marine motor. This occupies a space only 22 inches long, 16 inches wide and 18 inches high. Consequently it can be installed out of sight below the cockpit floor and close down to the keel. It will drive a one-inch two-bladed propeller which can be set vertically when the engine is out of use, and so does not interfere with the sailing qualities of the boat. The cost, including every item of installation, is only 45s ex works.

DOUGLAS. That Good Cycle!

TO ARRIVE SHORTLY

Alex. Ross & Co. (China),
Limited,
Bank of China Building.

A HINT.



Here's an easy way to sling a hammock, where there are no trees or other supports. Lash two pairs of posts together, saw-horse fashion, and set them firmly into the ground. Sling the end of the hammock over these posts and tie them firmly to tent pins driven into the ground.

Wobbly wheels are often caused by uneven tightening of rim lugs. Jack up the car and spin the wheel. Then loosen all lugs and tighten them evenly.

120 MOTOR-CARS A DAY.

MR. EDESEL FORD'S PLAN FOR DAGENHAM.

Extensive developments of the Ford motor-car industry on the Dagenham flat of Essex, with employment for 12,000 men and an output of 120 motor-cars a day that will supply many European countries, were foreshadowed by Mr. Edsel Ford, son of Mr. Henry Ford, in an interview with a *Daily Express* representative.

"I have been greatly impressed since I have been over here with the British trade outlook," said Mr. Ford. "When I left the States my associates felt that there must be a turn for the better in British trade before we started our works at Dagenham on the site that we purchased two years ago. They wanted to see more business in sight. The decrease in your latest unemployment returns is a hopeful sign, and I shall go back to America with the idea of encouraging an early start at Dagenham."

Mr. Edsel Ford, who is reputed to be worth £200,000,000 and to be the second richest man in the world, is a slim young man, and his clean-shaven and somewhat angular face gives him an almost boyish appearance. He paid a fine tribute to the British workman.

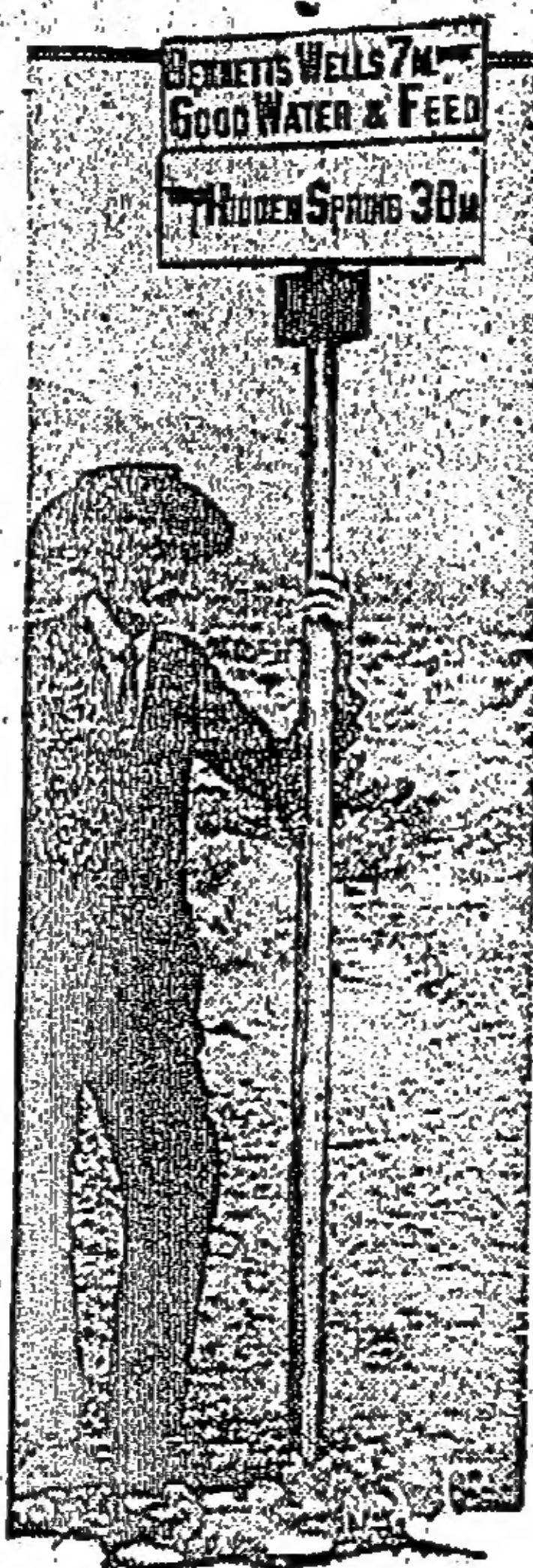
"I have been to see our Manchester works," he said. "It is not what you would call quite an up-to-date plant, and in this respect is not to be compared with our works at Detroit, but the workman at Manchester, despite the handicap, is turning out as good and efficient work as is being done by us in America."

"I am immensely pleased with the Dagenham site. It is the first time I have seen it. We have 300 acres good, flat land that has wonderful facilities for shipping."

"Our trade expansion here will depend on taxation. I find on all hands that this is the bugbear."

"I believe that in America we have not only reached, but have slightly passed saturation point so far as motor-cars are concerned, because only about 25 per cent. of the new motor-cars now being turned out go to people who have not had one before."

WELCOME SIGNS.



Death Valley, in California, relentless trap for pioneers of former days, now is as safe to cross as any populated part of the country. Signs pointing to nearest water holes and directing tourists across the waste, have been erected by the Southern Automobile Club of California. An old-time prospector is shown at one of these sign posts in the centre of the hot, dry desert.

HAWAII RECORD.

A MOUNTAINOUS CIRCUIT.

All speed records for the mountainous drive around the island of Oahu, Hawaii, have just been broken in an endurance run by a Studebaker-Standard Six Duplex Phaeton.

The 86 miles around the island, one of the most noted scenic drives in the world, runs from Honolulu over the Pali range with its sharp, hairpin turns far above the silvery beaches that have made Hawaii.

The car was sealed in high gear, and made four laps of the island, which in itself is a record. The previous best time for a lap was 2 hours, 30 minutes.

Yet three of the four laps were made in high gear in better time than the old record, and the average for the four laps was nearly 10 minutes faster. One circuit was made in 1 hour, 55 minutes—25 minutes under the old record!

Minimum speed, of course, was made at the hairpin turn on the Pali range, where second and even low speed have been used by cars previously making the trip around the island. The standard Six came down to 13 miles an hour there, picking up around the turn to reach the summit at 30 miles an hour.

On one level stretch, Fukushima, one of the drivers, reached a maximum speed of 72 miles an hour. The sport-loving Hawaiians are making much of the new record. Studebakers are now fourth in sales of all makes of cars on the island.

A particularly well-produced road-atlas guide to Great Britain has been produced recently by George Philip and Son, Ltd., 23, Fleet Street, E.C.4. There are 64 coloured sectional road maps on a scale of 10 miles to the inch. The Ministry of Transport system of road classification is adopted, and to render easy the linking-up of road traversing more than one section the numbers of adjoining sections are given along the borders, while the main roads are drawn out to the margin of the paper, with the name of the nearest town lying outside the section itself. The maps are divided into squares with reference figures along the borders. To these squares places of tourist interest described in the gazetteer are indexed. Features of interest to tourists and sportsmen are indicated by distinctive symbols.

THE PETROL TAX IN AMERICA.

A SOURCE OF IMMENSE REVENUE.

ASTOUNDING figures are to hand showing the growth of the petrol tax in America. During the past year eight more States, impressed by the success of the system, have adopted a tax on motor spirit, with the result that now, out of 49 American States, no fewer than 45 have a tax on motor fuel.

The yield from the petrol tax last year was over £28,000,000, and the cost of collection was negligible. In the practical working of the tax in America we have a refutation of every one of the theoretical objections raised against the tax in Great Britain, mainly by people who were wholly ignorant about the matter.

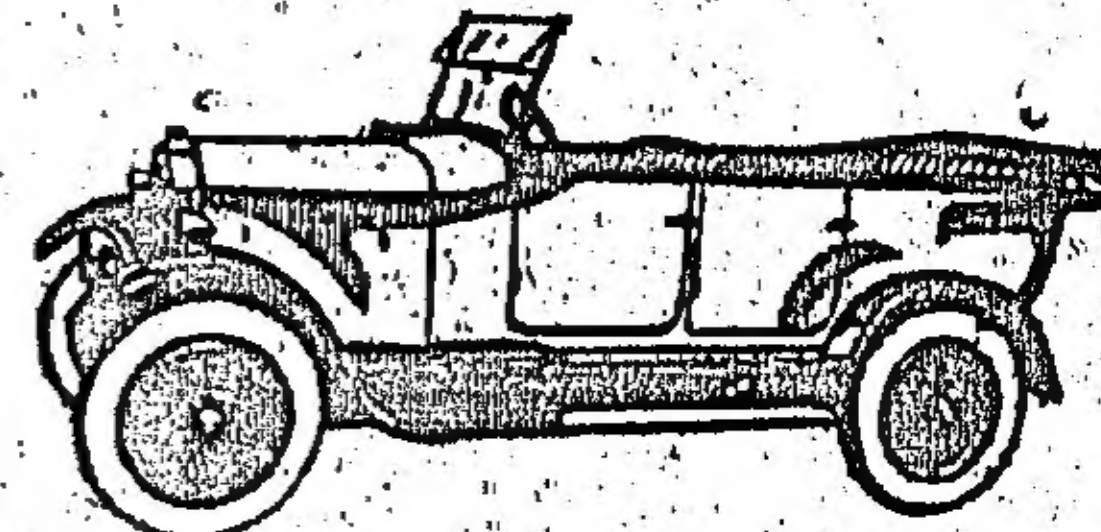
It was said, and it is still said, that it is impossible to collect a tax on petrol in Great Britain. But a great part of motor fuel supplies come from America, and so we have the paradox that a commodity which can be successfully taxed in one country is officially declared to be impossible of taxation in another country!

Until the facts of American petrol taxation were made known it was a favourite objection of British officials that the cost of collection would be so heavy that, on this ground alone, petrol taxation was not a practical proposition. The American experience shows that the cost of the tax is less than one-third the cost of collecting each £100 of horse-power tax. It was also said that the high cost of collection would make a very high tax on petrol necessary. Yet, in some of the American States they are able to work a tax of 1d. per gallon, and one State actually finds it profitable to employ a 1d. per gallon tax.

Inasmuch as motor cars in the United States cost 39 per cent. less than they did before the war while labour and materials used in manufacturing cars cost from 60 to 70 per cent. more, the automotive industry is generally recognized in the United States to be among the most efficient of all industries.

SINGER

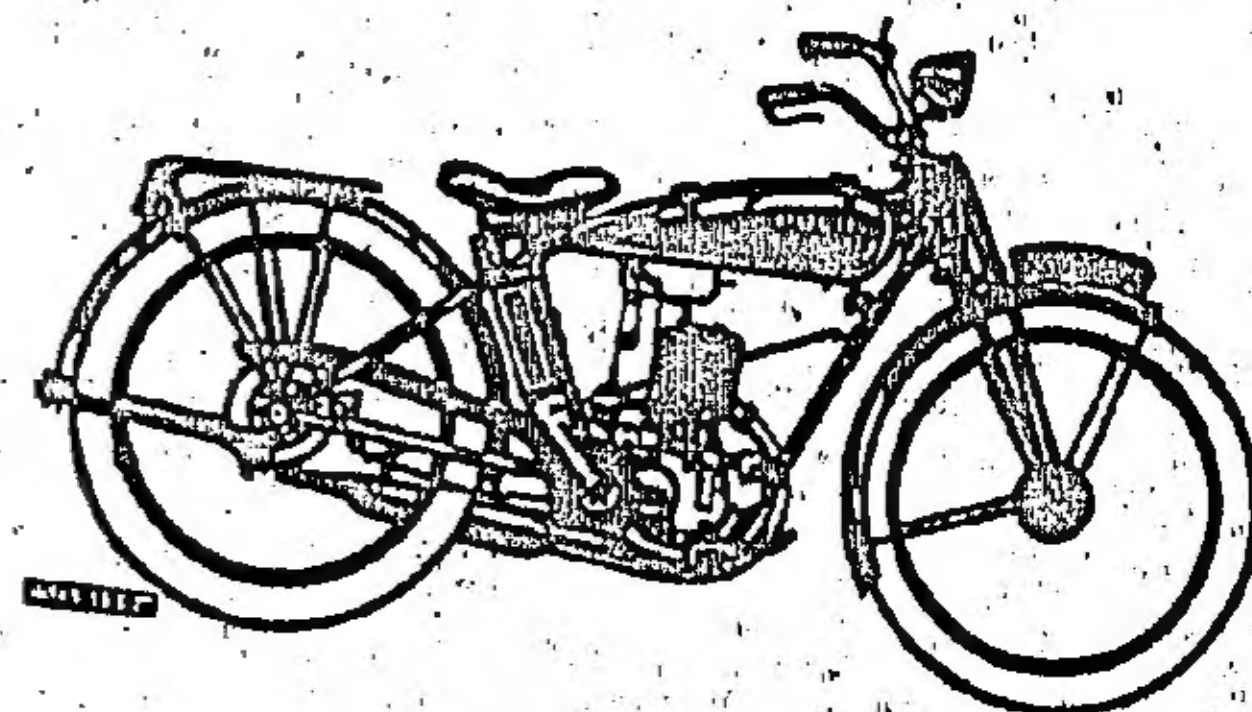
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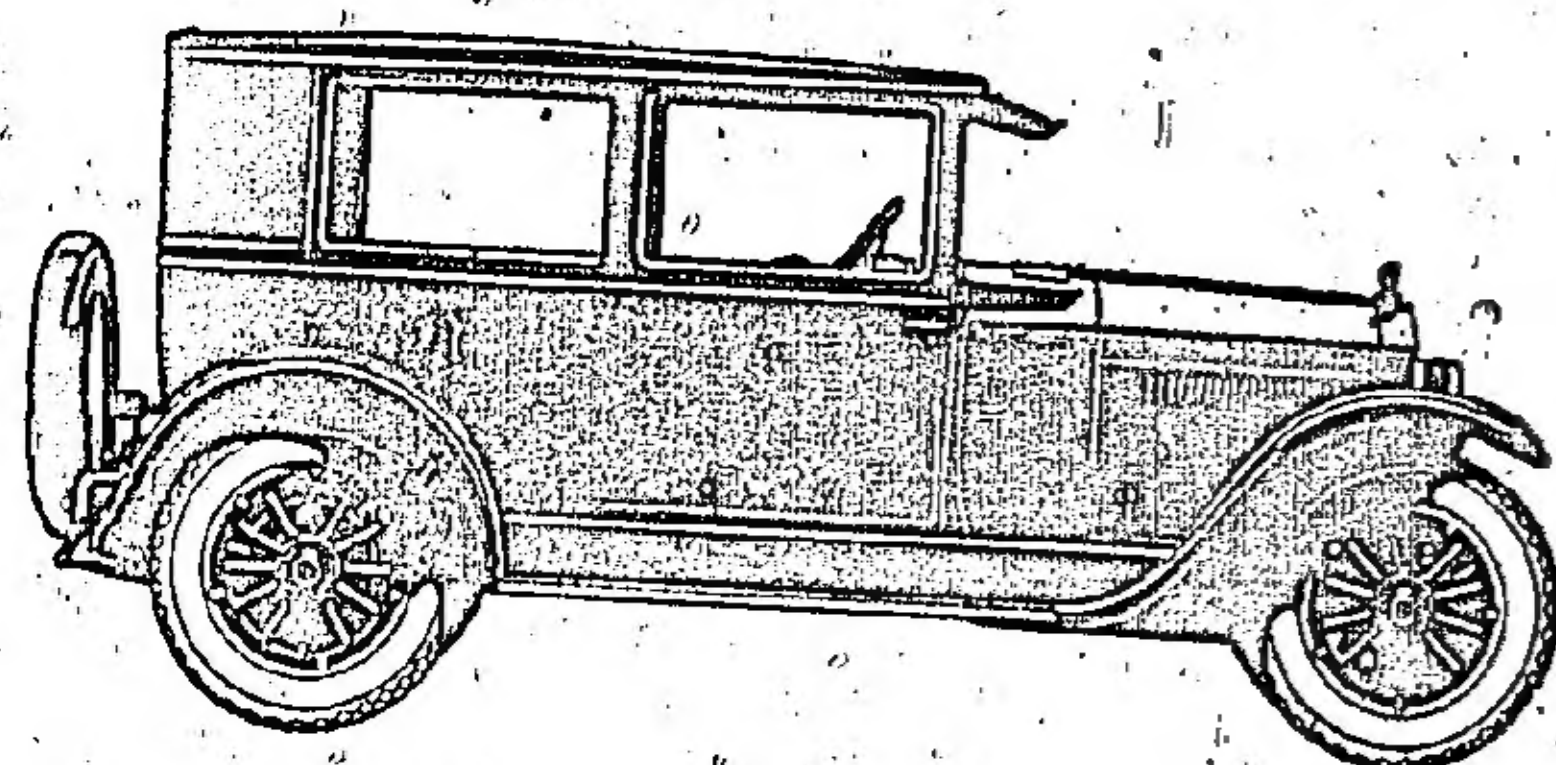
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Special Essex Turing... ..\$1,995

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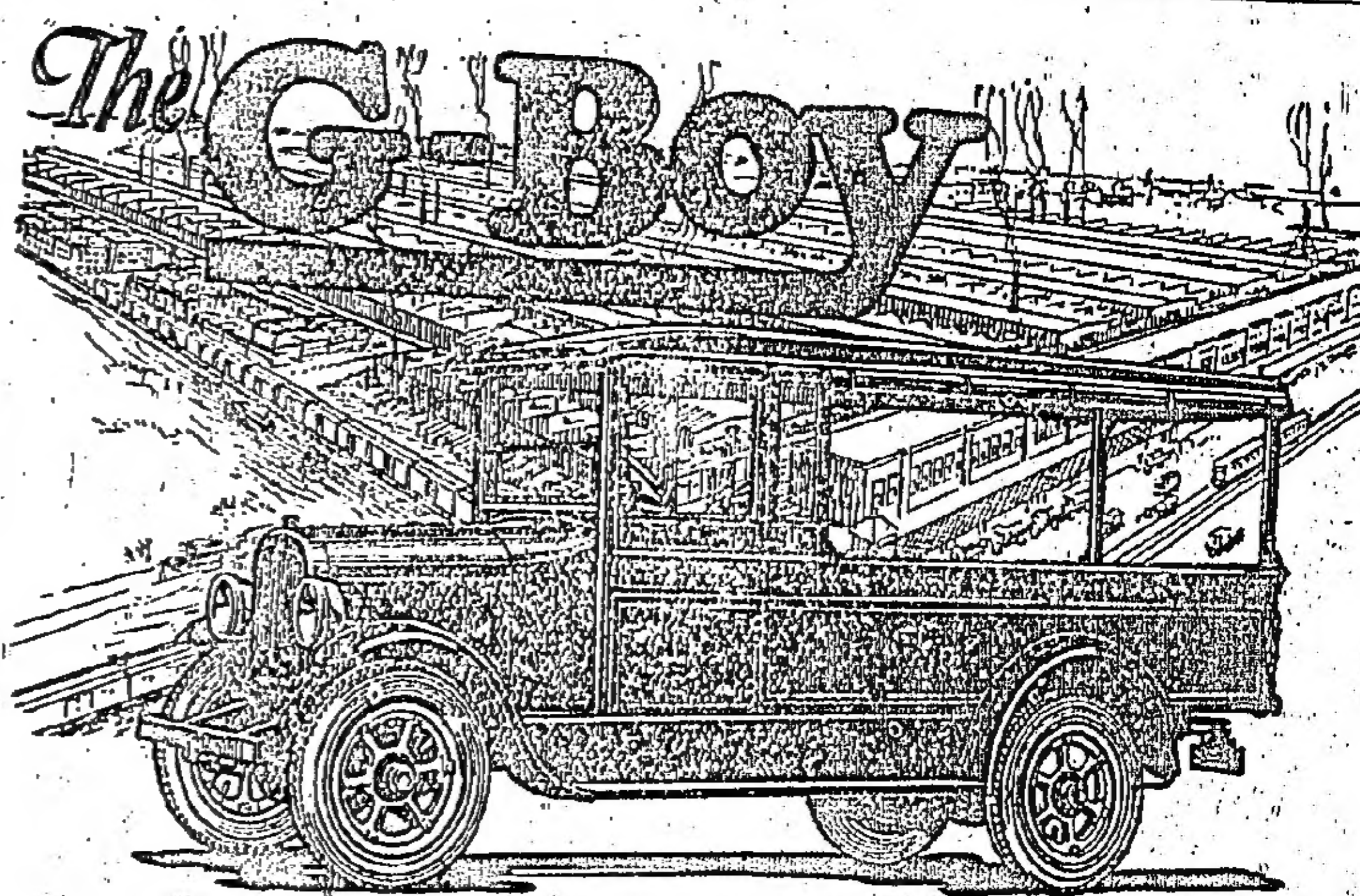
Special Hudson Brougham... ..\$3,595

Special Hudson Sedan... ..\$3,995

These cars may be purchased for a low first payment and convenient terms on balance.

For any closed car—even a "Tour"—you pay almost as much as the Essex Coach costs. Yet what a difference in everything that counts—Performance, Quality, Comfort, Good Looks, and your pride in the car you own. A single ride will tell. And, in price, terms of payment, economy of operation, Essex is just as easy to own. Why accept less than a "Six"? Why not have the qualities of the most wanted "Six" type in the world?

THE DRAGON MOTOR CAR CO.,
LIMITED
33 WONG NEI CHUNG ROAD, HAPPY VALLEY



Largest Truck Makers Latest One-Ton Model

Graham Brothers latest one-ton truck, known as the G-BOY, is now available.

The largest exclusive truck makers in the world have applied all the advantages of their huge buying and building power, their wide experience, to this new model.

The new G-BOY is conservatively rated. It is built to out-live and out-perform other trucks in its class, regardless of cost.

Designed according to a new system of weight distribution which assures better balance; powered by Dodge Brothers dependable motor. Let us give you all the facts.

[Graham Brothers Trucks, with Dodge Brothers 1/4-Ton Commercial Cars, meet 90% of all haulage requirements.]

GRAHAM BROTHERS
DETROIT, U.S.A.
A DIVISION OF DODGE BROTHERS, INC.

THE DRAGON MOTOR CAR CO., LTD.
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GRAHAM BROTHERS TRUCKS

Built by Truck Division of Dodge Brothers, Inc.
SOLD BY DODGE BROTHERS
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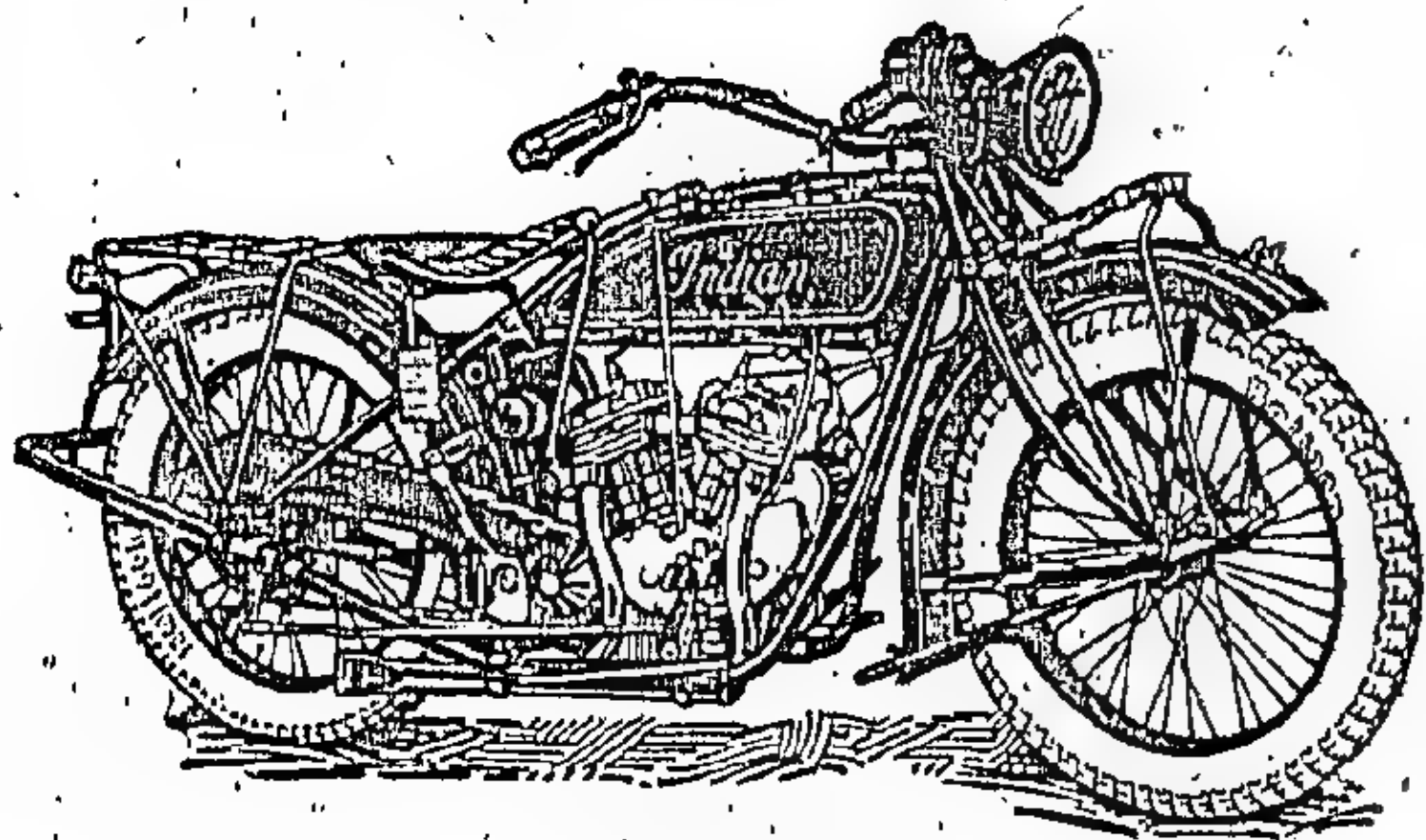
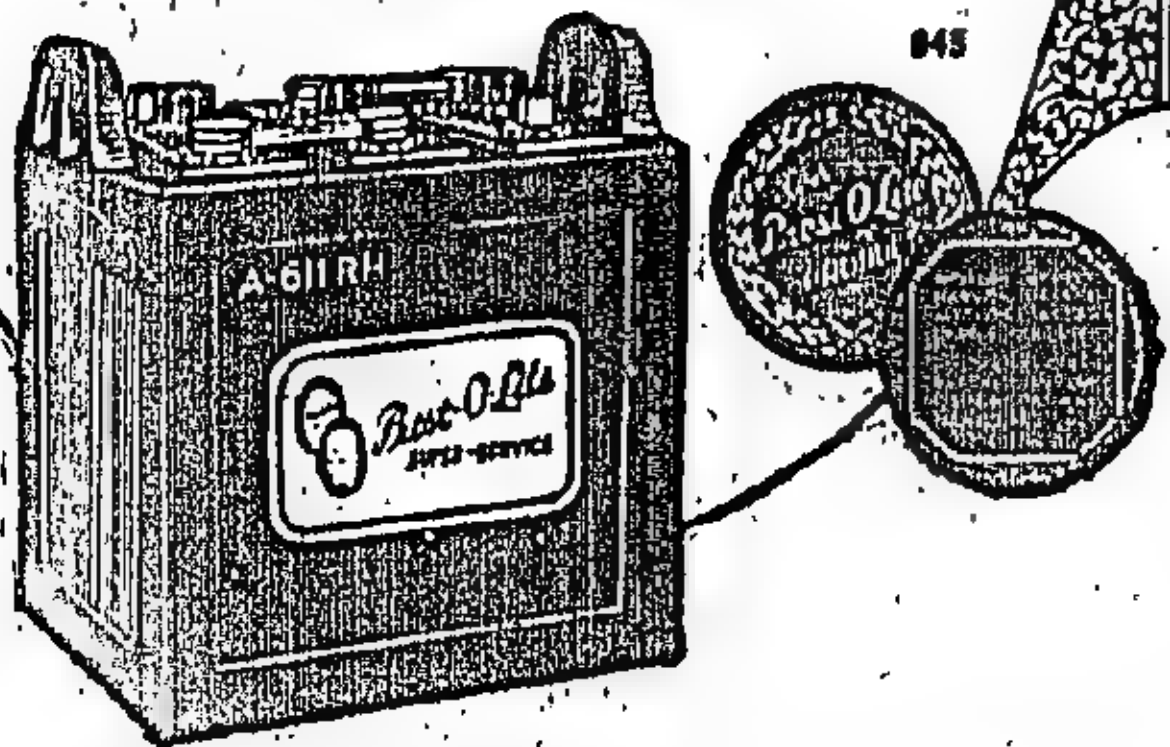
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

THE HONGKONG HOTEL GARAGE,
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INDIAN

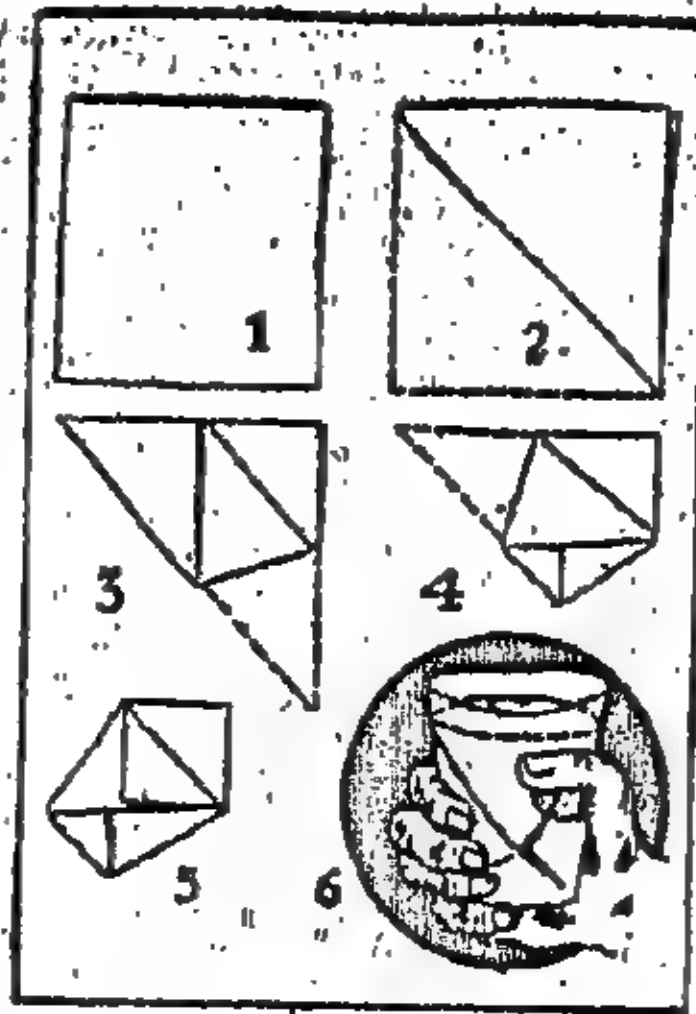
Stock Carried.

Salesroom at 1A, Chater Road, open every day (Sundays excepted) until 5 p.m.

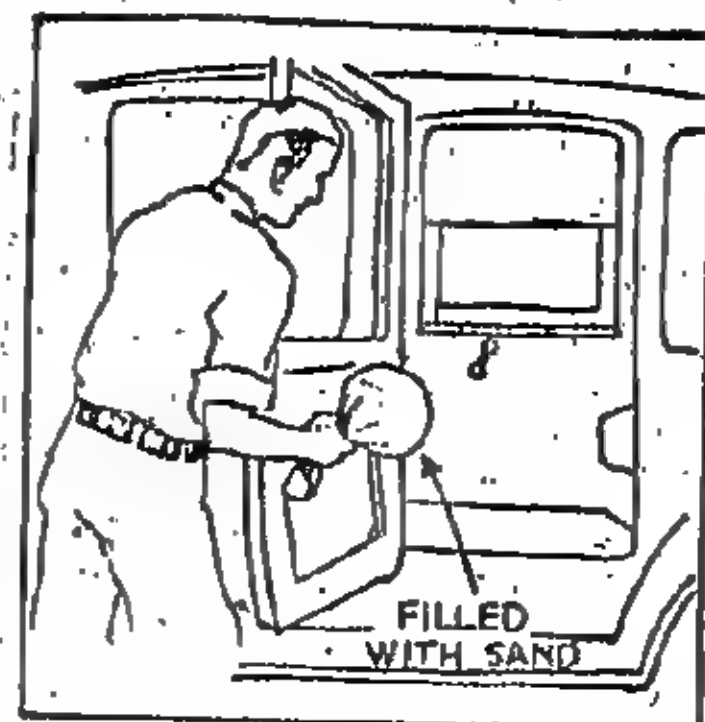
ALEX. ROSS & CO. (China), LTD.
Bank of China Building, and 1A, Chater Road.

IDEAS FOR TOURISTS.

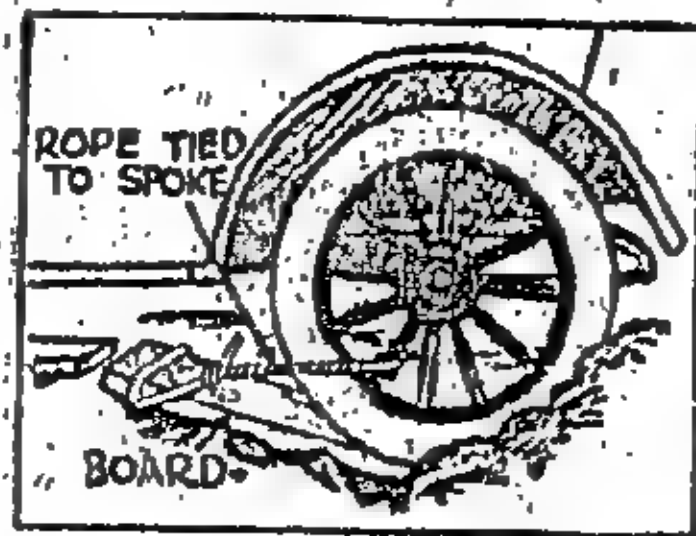
Motorists will find the following suggestions of considerable benefit.



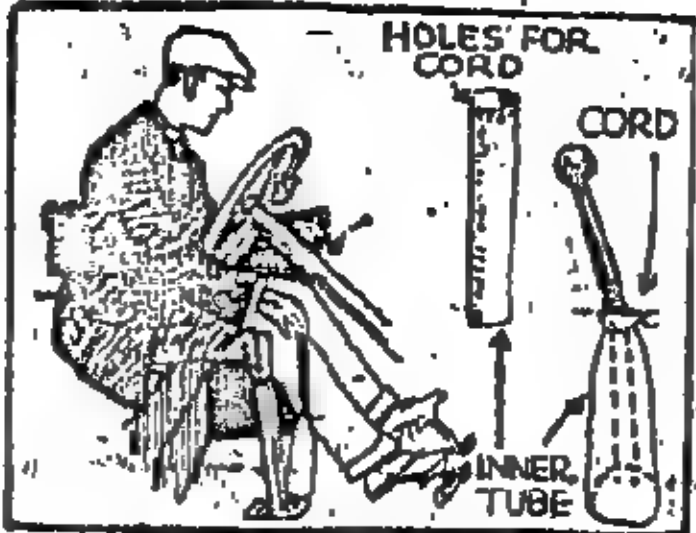
If you're thirsting for a drink without a drinking vessel, any piece of paper will do for a cup. Start with a square piece of paper. If you haven't a square piece, fold the extra part back to make a square. Then follow the folding directions shown here, in the order specified. The dotted lines show the starting points before each operation.



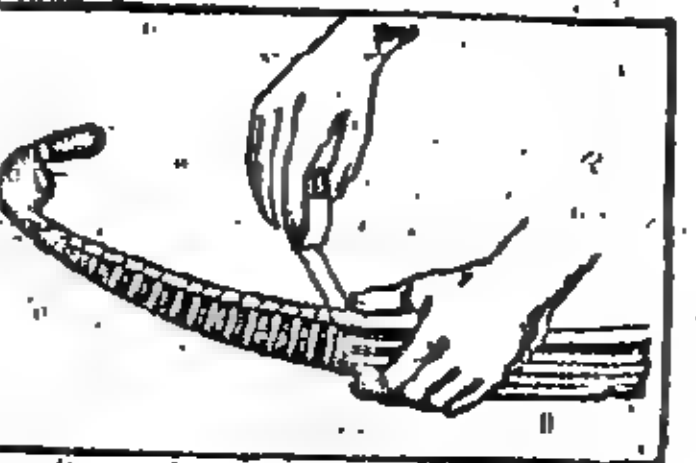
Dents in automobile bodies may be removed easily with home-made "dinger" shown here. Fill a sheet of leather with sand, twist into a tight ball and tie. This is soft enough to avoid cracking the paint, and yet take out the dents.



Wet weather and dirt roads should be no hindrance to the tourist who knows how to get out of a clay rut. All that is needed is a plank and stout rope. Set the plank lengthwise well under the hind wheel and tie the rope from a wheel spoke to the far end of the board. By careful application of power, the car will pull itself out of the mire.



Long tours bring dust and grime into the car through the openings in the floor board. To avoid having dusty clothes after a long trip cover the gear shift lever, as shown, with part of an old inner tube. Tie the tube cover well at the top.



Dry, dusty roads, which will be found especially in hot, arid country, are harmful to the springs. To keep this dust from entering between the leaves, wrap a puttee around each spring. Do not wrap too tightly, so that a little room may be left for resiliency.

HUMMING TYRES.

MISLEADING NOISES EMITTED BY SOME CARS.

There is an increasing number of cars on the road to-day with tyres which set up an almost indescribable noise, which sometimes can be heard half a mile away. This trouble is by no means confined to one make of tyre, and is apparently caused by certain types of non-skid rubber treads.

The noise is similar to that which might be produced by violently shaking marbles in a wooden drum, but it sometimes reaches such a pitch that it resembles a scream such as might lead to the impression that serious axle trouble was developing; indeed, we know says a motor journal, of two manufacturers who within the last few weeks have been misled by the noise and have taken down their back axles to discover the cause.

The low-pressure tyres seem to be responsible for the more intense forms of the sound produced, which is accentuated when they are under-inflated. Correct or over-inflation apparently greatly diminishes the volume. The road surface also has an important effect, the worst being the new bituminous-surfaced main roads and the next concrete.

Curiously enough, this high-pitched buzz of the tyres may not be audible to the occupants of an enclosed car, who may be surprised to notice foot passengers 100 yards ahead, who have evidently heard the approach of the vehicle, turn round and stare at it.

We have heard this sound proceeding from occasional cars for years past and have attributed it to some peculiar type of non-skid tread, but now that it is becoming a common feature, it is a matter which we suggest would be well worth investigation by the tyre manufacturers. The trend of to-day is all towards dead silent cars, and it is decidedly annoying for the owner of a car which he regards as particularly quiet, to find that its passage can be heard a considerable distance away.

WHITSUN HOLIDAYS.

HEAVY HOME MOTOR TRAFFIC.

As was generally anticipated, the fine weather prevalent during the Whitsuntide holidays, combined with the considerably reduced railway services, resulted in a tremendous volume of road traffic during the four days, from the 21st to 24th inst.

The records of the Touring Department of the Automobile Association show that the routes issued considerably exceeded those sent to members for the same period last year.

The A. A. road patrols had an exceptionally busy time during the holidays. Nearly 127,000 members received road information from the patrols, while 1,845 vehicles—which ran short of supplies—had petrol, oil, or other requirements, obtained on their behalf. Over 4,000 cars and motor cycles broke down and received mechanical assistance, while 494 accidents, the majority of a minor nature, were reported.

The A. A. Night Road Service Outfits, which were on the road up to 1 a.m., assisted in connection with 5 accidents, 144 cases of mechanical breakdowns, helped 92 members by obtaining running supplies, and answered 1,104 road information enquiries.

The demand for the four-cylinder 10 h.p. "Empire" motors built by Messrs. J. W. Brooke, of Lowestoft, has become so extensive that the makers have found it possible to reduce the price of the full equipment to £95, ex works. This engine uses only about six pints of petrol an hour and is being extensively used not only for fast small boats, but as the power unit of cabin cruisers of 40-foot and more and also as an auxiliary on large yachts. Among well-known yachtsmen employing the Brooke engines are Sir Thomas Lipton, Lord Waring and Mr. Lionel de Rothschild.

PACKARD

—the Choice of Diplomats

THOSE who are chosen to represent their countries at the courts of the great Capitals must in turn possess equipment in keeping with the importance of their missions.

Ten prominent American diplomats have recently selected Packard cars as affording the distinction necessary to their business and social activities.

In England, a Packard Six has appeared at the Court of St. James, while in France, an Eight has stood, an object of beauty, at the gates of the Palais de l'Elysée.

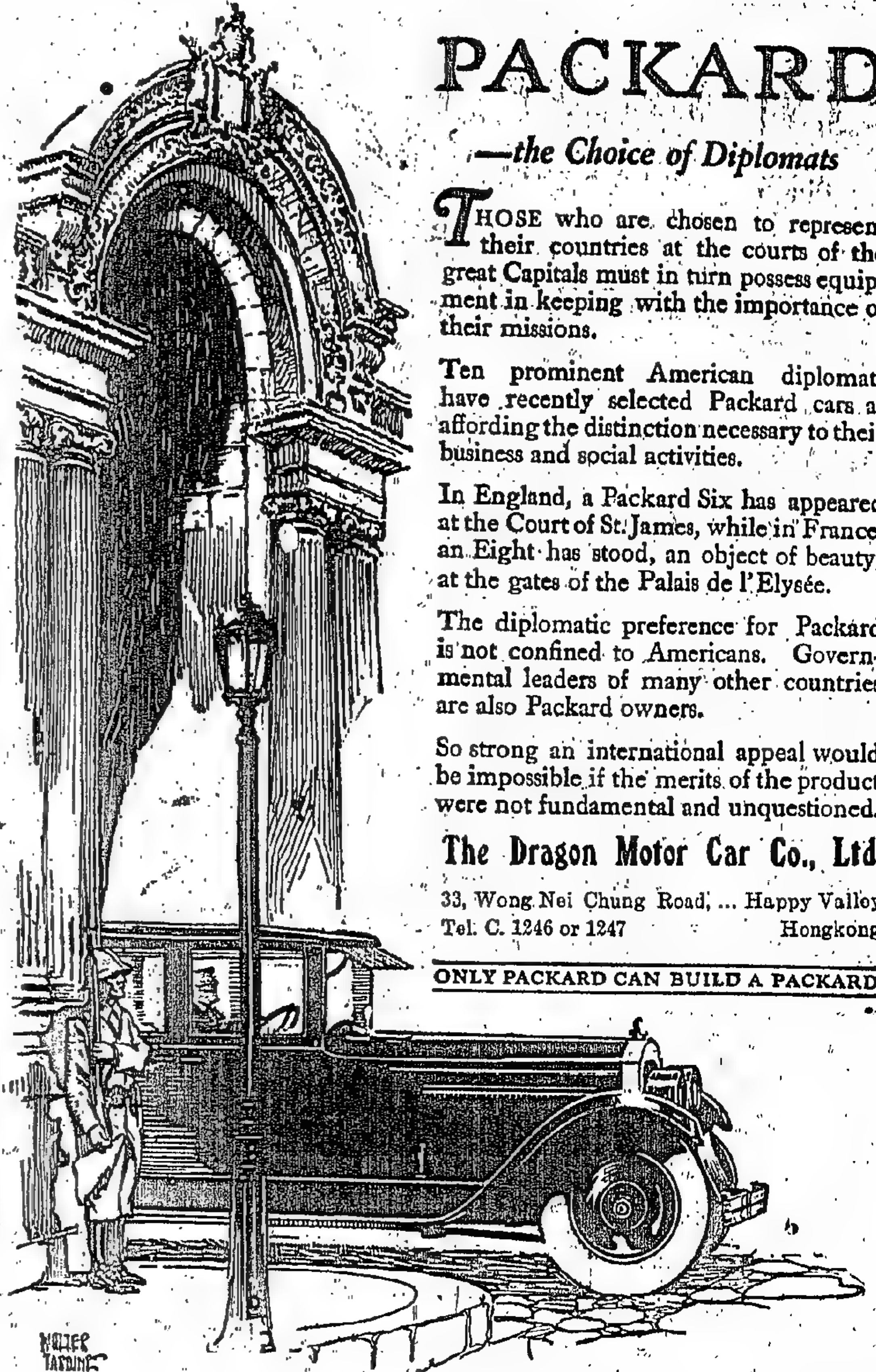
The diplomatic preference for Packard is not confined to Americans. Governmental leaders of many other countries are also Packard owners.

So strong an international appeal would be impossible if the merits of the product were not fundamental and unquestioned.

The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Road, ... Happy Valley.
Tel. C. 1246 or 1247 Hongkong.

ONLY PACKARD CAN BUILD A PACKARD



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FORD OWNERS

Arrangements have now been completed whereby Ford Owners are enabled to purchase

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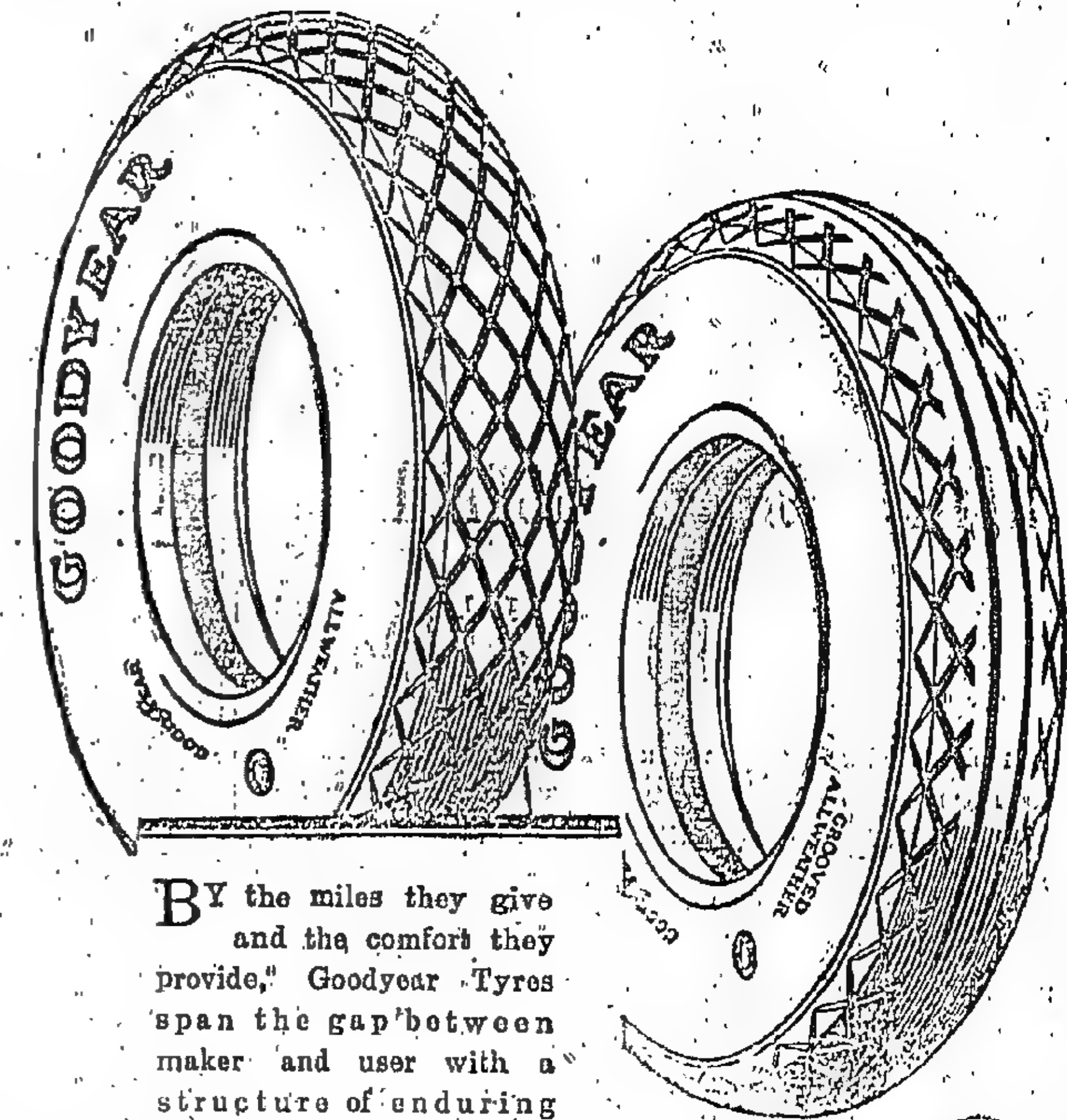
1st Floor, Pedder Building, 12, Pedder Street.

Ask for the—

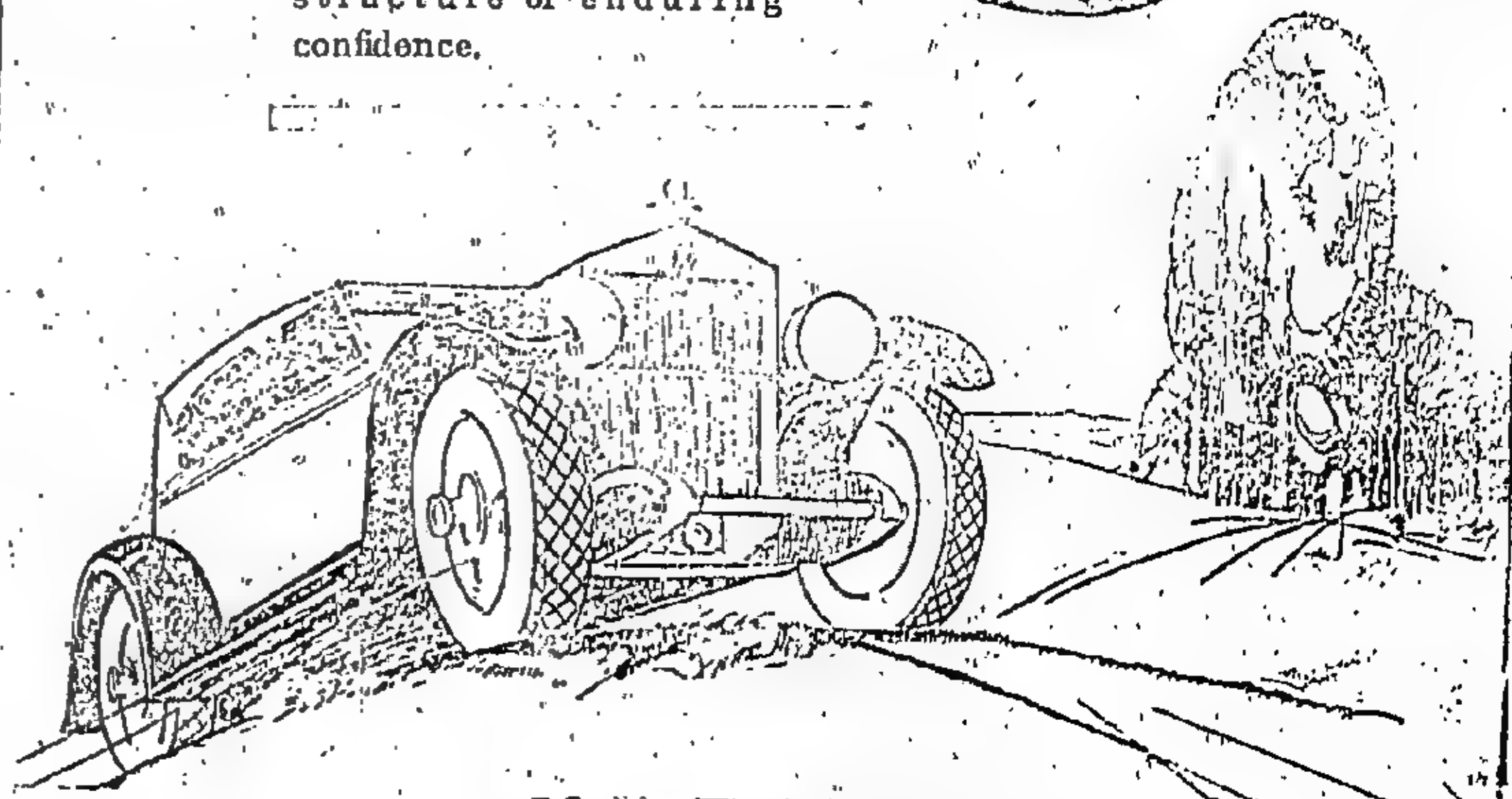
NEW MICHELIN PRICE LIST

Showing Latest Reductions

NEW STOCK EVERY WEEK



BY the miles they give and the comfort they provide, Goodyear Tyres span the gap between maker and user with a structure of enduring confidence.



Next Time Buy

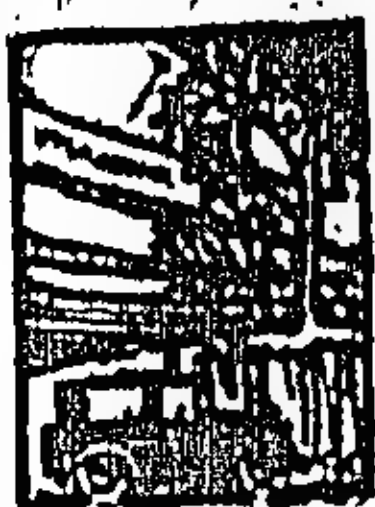
GOODYEAR

CORD TYRES

Made with SUPERTWIST

DISTRIBUTORS

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WEEKLY MOTOR WANTS



NOTICE.—Small advertisements for these columns should be addressed to "Motor Supplement" THE HONGKONG TELEGRAPH. The charge is 50 cents for 30 words, 2 cents for every additional word. Terms Cash with order. Advertisements must be received by noon on Thursday preceding publication. Box Numbers supplied when required, but replies must be mailed for at this office.

FOR SALE

CITROEN.—1926 Model All Steel Citroen, fitted with Speedometer, Eightday Clock, 2 Electric Horns, Four Wheel Brakes, 5 Complete Wheels fitted with Balloon Tyres, all Weather equipment, further particulars apply P. O. Box 285.

DODGE.—Touring, 5 passenger 1925 Model, "Dodge" car, for \$2,100. Perfectly new and in splendid condition. It is a private car driven by the owner. Mileage about 400. Owner wants to buy a smaller car. Will not consider offers. Apply Antonio F. Batalha—Expedients Sinico—Macau.

HUDSON SUPER-SIX (No. 573205) Latest Model 7-passenger Touring. Low mileage. Owner-driven. Still on original tyres. \$300.00 worth of special equipment. 29.40 h.p. engine (R. A. C. Rating). Guaranteed in superb condition. Owner going on leave. A bargain at \$2,500. Box No. 35, care of "Hongkong Telegraph."

NEW RALEIGH solos fitting Lucas lighting, speedometer, ammeter and horn from \$185 and spare parts. 1925 O.H.V. Matchless & Henderson combinations. Douglas and Scout solos. Apply Motor Cycle Exchange K.655.

BUICK Touring No. 352. Four wood wheels and spare rim. Five tyres. Price \$750.00 cash. Box No. 1473, care of "Hongkong Telegraph."

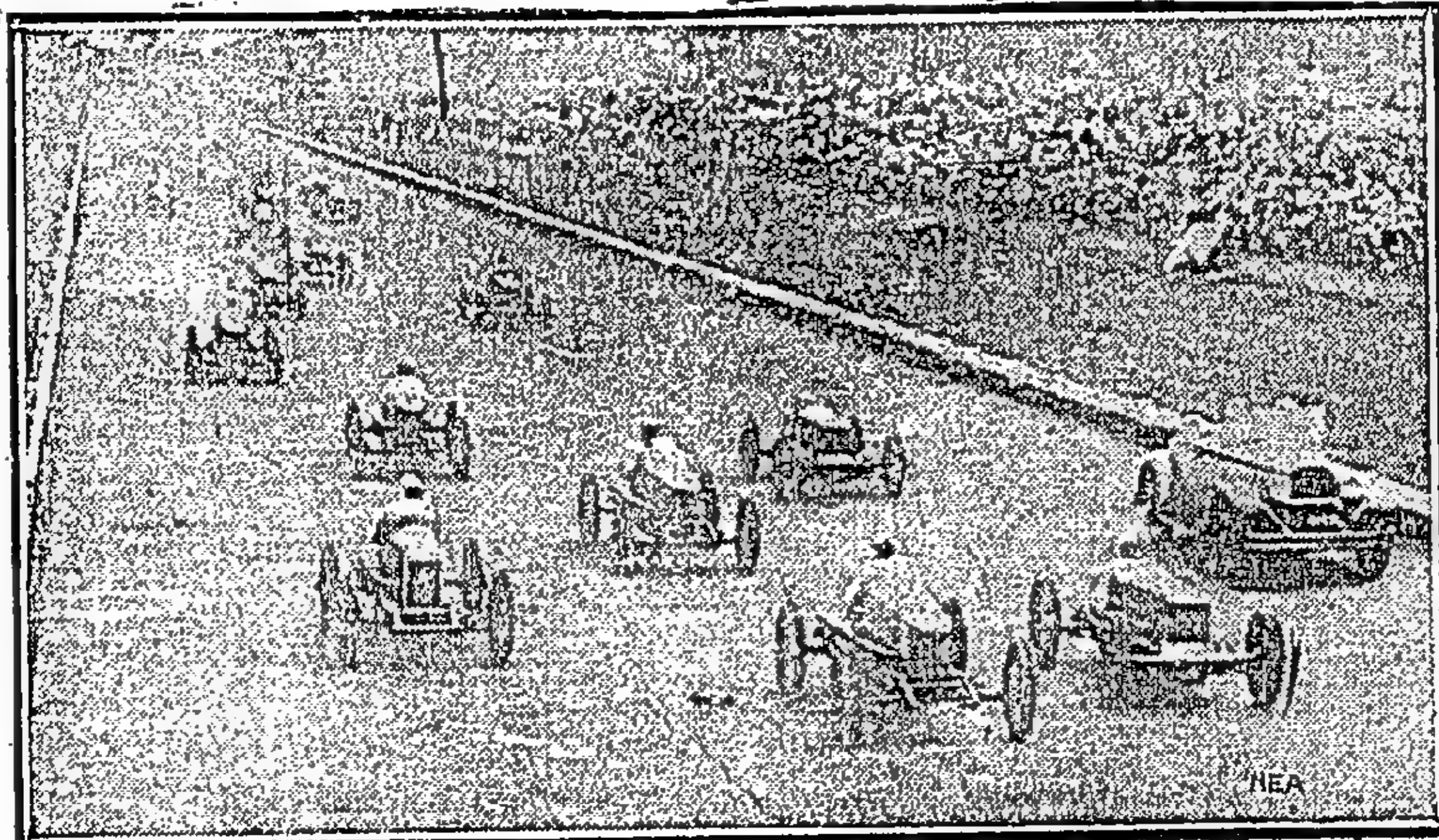
MORRIS COWLEY.—11.9 h.p. 2 seater Roadster with dickey, two wheel brakes 1925 model. In use 6 months, owner driver, under 2000 miles. Owner buying a 4-seater. Apply H.K. Hotel Show Room for appointment.

PACKARD SIX.—Condition in every way as new. Five perfect Tyres. Five-passenger. Superb engine (45113-42). Cash \$4,200, no offers. One view at Dragon Garage, Happy Valley.

BUICK.—6-cylinder. 7-passenger Buick Touring No. 165 Good running order. Five good Tyres on five Wire Wheels. \$1,500.00. On view at Dragon Garage, Happy Valley.

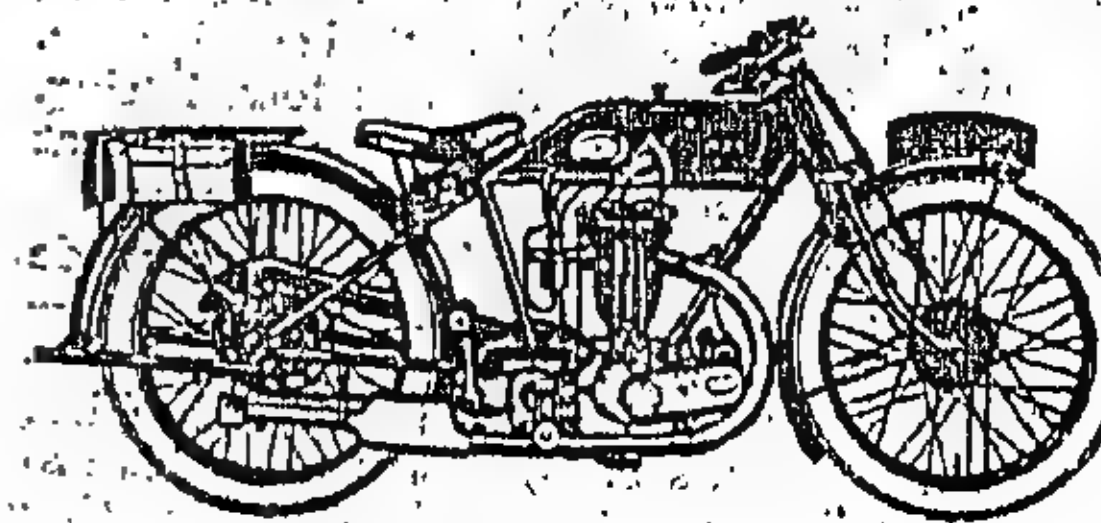
HUDSON.—6-cylinder 7-passenger Touring equipped with five Brand new Balloon Tyres on New wire wheels. New top, upholstery, carpets, Bosch Horn. Also new Carburettor and Radiator, new paint and all bright parts nickel plated. In perfect running condition. A real bargain for only \$2,200. Apply Box No. 1492, care of "Hongkong Telegraph."

THE AMERICAN SPEEDWAY CLASSIC



One of the largest crowds that ever witnessed a sporting event—between 140,000 and 150,000—saw Frank Lockhart, youthful daredevil from Los Angeles, capture first place and prizes of \$40,000 in the annual Speedway classic at Indianapolis on Memorial Day. Lockhart, who went to Indianapolis as a substitute driver and entered the race when the scheduled pilot was stricken with illness, amazed the throngs with his daring driving. A downpour of rain ended the race after 400 of the 500 miles had been run. Above: Lockhart, receiving the congratulations of his wife. Below: Start of the Speedway race, richest prize in the auto racing world.

A.J.S. Motor Cycles



Stock Carried.

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ALL CLASSES
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MOTOR INSURANCE

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HEAD OFFICE: ST. GEORGE'S BUILDING, HONGKONG. TELEPHONE: C. 1121-2

A New Light Weight Overland The "Whippet"

We have pleasure in announcing that the Willys Overland Co. is now in production on an entirely new type of small, light car, FAST, POWERFUL ECONOMICAL TO RUN, LONG LIVED.

Very aptly has this addition to their already fine line of models been named the "Whippet," it has more speed than the greyhound with all the tenacity of the terrier.

- Absolutely new design.
- Speed, over 55 miles per hour.
- Acceleration, 5 to 30 miles in 13 seconds.
- 28 or more miles to the American gallon.
- 250 miles to quart of oil.
- 20,000 miles to a set of tyres.
- Four wheel mechanical brakes.
- Irreversible Steering.
- 56 inch tread.
- Conventional springs.
- 29 x 4.40 Cord Balloon tires.
- Engine developing 31 horsepower.
- Remarkable acceleration.
- Low hung body of very pleasing lines.
- Finished in Blue lacquer.
- Ample room for passengers.
- Plenty of clearance for rough roads.

This car is produced after exhaustive experiments with European light cars, it combines the best practice of Europe and of the United States. It has the specifications of a large expensive car with reduced measurements. It creates a new standard of value. You want the latest improvements and can't afford to buy a new car until you know all about what Willys Overland has designed.

THE FIRST TWO OF THESE CARS
WILL ARRIVE SHORTLY

Full Particulars from:—

THE UNIVERSAL AUTO SUPPLY CO.
61, Des Voeux Road Central.

Could You Save It?

If your car caught fire, could you save it?

Allow the
CIAN BEC
Fire Extinguisher to solve
the problem for you.



Operated by a valve on the top.
Press Cylinder 15 inches high.
ALWAYS READY FOR USE.

Weights only 6 lbs.

and is the ideal form of
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Demonstration, any time.
STOCKS CARRIED
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SHEWAN TOMES & CO.
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AFTER WILD ANIMALS.

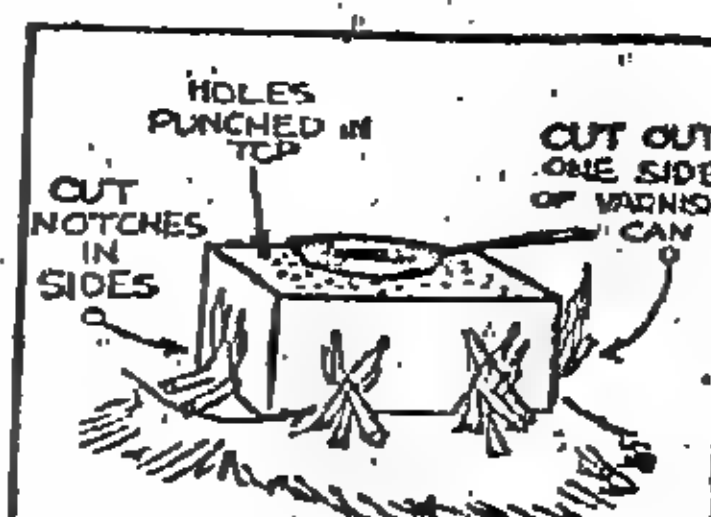
A CHRYSLER CORPORATION PROJECT.

In Tanganyika Territory, in East Africa, before the World War a German colony and to-day under a British mandate, there is a group of scientists and naturalists who comprise the Smithsonian-Chrysler Expedition. This expedition was sent out early in March by the Smithsonian Institution of Washington, D. C., in co-operation with Walter P. Chrysler, president, Chrysler Corporation. Its object is to bring back alive, for exhibition in the National Zoological Park at Washington, which is under the direction of the Smithsonian Institution, approximately one hundred species of wild animals never before seen in America as well as many other African animals at present rare in this country and not now found at the National Zoo.

The Smithsonian Institution sent out the famous big game hunting expedition to Africa under Theodore Roosevelt in 1909. During its 80 years of active scientific research, the Institution has directed and participated in numberless expeditions for varied purposes including the collection of specimens for mounting. But the trapping of wild beasts alive in such quantity and variety as will be attempted by the Smithsonian-Chrysler Expedition is believed to be without precedent.

Dr. William M. Mann, superintendent of the National Zoo, is leading the expedition. The immediate inspiration of the undertaking is the lack of either giraffes or rhinoceroses at the National Zoo. From that point the plans have expanded so that they not only include the collecting of many wild animals alive, but have given the expedition a very broad scientific scope. Dr. Mann is a naturalist and collector with field experience in many of the world's outposts. The other members of the expedition are experienced field naturalists.

A HINT.



The camp stove sketched here, is merely a gallon varnish or paint can, with one side cut, notches pinched in the sides and ends, and holes punched into the top. It is set over the fire and fuel is fed by lifting it at one side.

JOIN



THE HONGKONG AUTOMOBILE ASSOCIATION

- A Few Advantages:—
10% Off Motor Car Insurance
5% Off Gasoline Bill
Free Legal Advice.
Free Mechanical Advice
Associate Membership of the R. A. C. and A. A. London.

All Communications for Membership etc. to
MR. P. M. HODGSON,
Hon. Secretary.

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The new
MICHELIN "COMFORT"
low-pressure or balloon tyre.
The most important of recent improvements in motoring. In the past year 500,000 motorists discarded high pressure tyres for
MICHELIN "COMFORTS."
Authorized Michelin Agents,
J. GIBBS & CO.
BANK OF CANTON BUILDING
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POWERS OF NATURE
Man has never produced a power equal to the pent-up forces of Nature. Shell Motor Spirit distills direct from Nature's hands free from all impurities, and as it needs no artificial aids it retains all its natural power.

The Spirit of the Age
SHELL
MOTOR SPIRIT
A Product of Nature

DOGS AND TRAFFIC DANGERS.

TRAINING TO AVOID MOTORS.

It is remarkable how well dogs look after themselves, on the roads. Comparatively few are run over and killed. Yet along almost all roads there is now a continual stream of motor traffic. Few of the dogs we see about every day have had special pains taken with them to train them to keep out of the way of the cars and lorries. It is only their own good sense that saves them from disaster. It is, however, foolish to take valuable dogs on to the roads until you can trust them to look out for the traffic and give it a wide berth.

One method, rather a crude one, of training dogs to avoid cars is to chase them with a car. The dogs are taken into a meadow or on to some other open space, and every time the animals stray from your heels a second person in a car drives slowly after them, turning and winding as the dogs turn and wind, while you rate them and call them back to heel. In the case of the majority of dogs this training in time is successful. Not only does it teach the dogs that cars are dangerous and to be avoided; it also teaches them obedience. But it is not always successful in the case of the highly strung, nervous dog. This animal it is apt to make more nervous still.

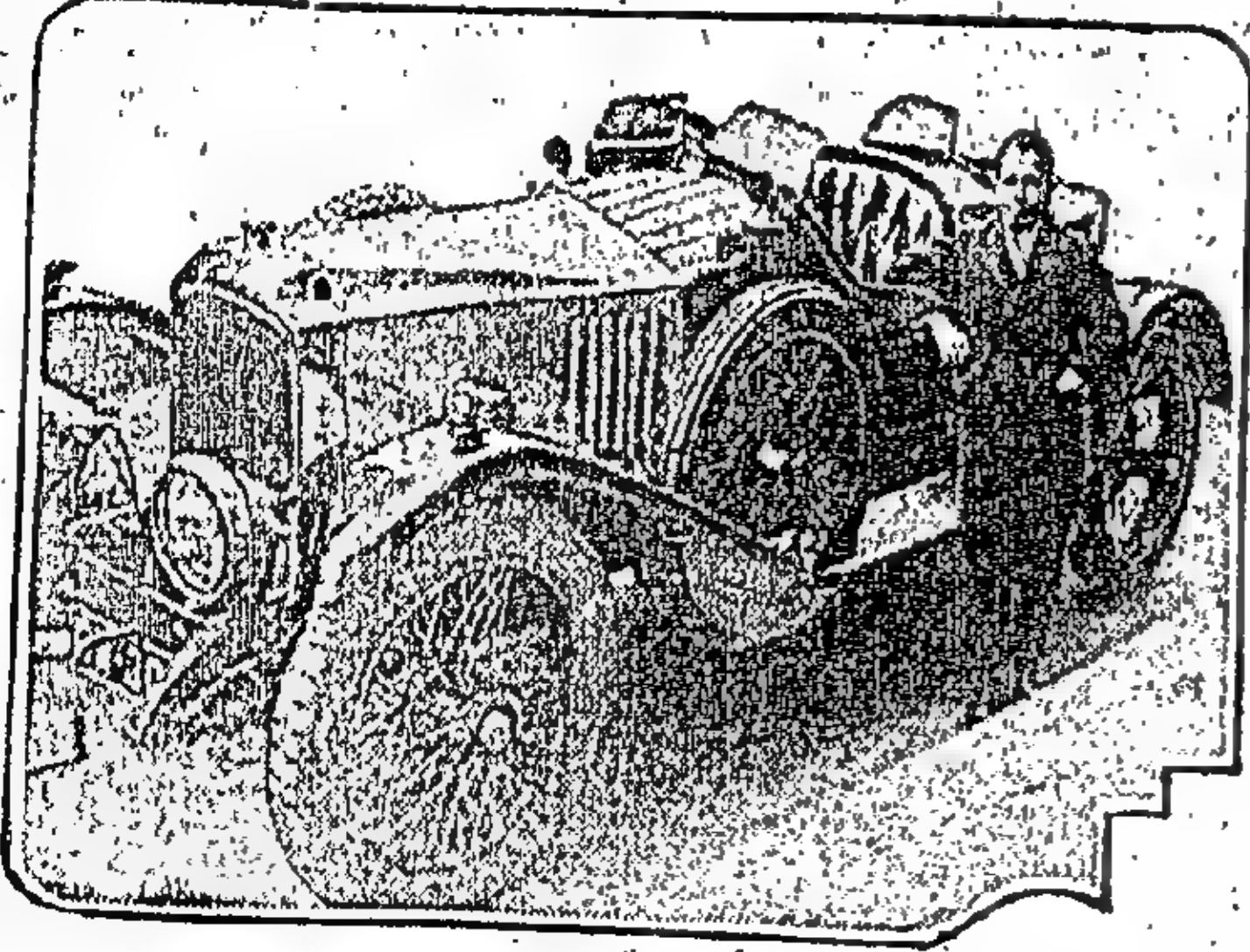
Another method is to employ a check cord. A thin, strong cord about ten yards in length is fastened to the dog's collar. You so hold the cord that if the dog feels so disposed he can stray from your heels, but, of course, you do not give him any encouragement to do so. You take no notice of the dog until a car draws near. Then, if the animal is in

the road, you pull him up with a sudden, startling jerk, and order him back to heel. If he will not return of his own free will you compel him to do so by gradually drawing in the line. Do not do this roughly, and continue to walk as you carry out the operation. When at last the dog is back at heel, again let him have his head and walk into the road if he cares to do so, and on the near approach of another car again check him with a sudden jerk and tell him to come back to heel.

For how long a time the line will have to be employed will depend, of course, on the disposition of the dog. Dogs' tempera-

ments are more varied than those of human beings. Some will become obedient, will walk at heel, and take pains to avoid traffic after a few lessons. Others will be from a week to a month or longer before they learn what is required of them. In any case, the method is well worth persevering with. I have known it to fail in the long run in the case of only one dog—a wire-coated terrier. This dog remained disobedient and foolhardy all his life. After many hairbreadth escapes of being run over, in the end he paid the penalty. He was killed by a motor-lorry.—J. C. Brislown, Noble in Ex.

STEADY SPORTS MODEL.



Emir Ghazi the only son of Faisal, King of Iraq, whose official residence is in Bagdad, has bought an English sport automobile (a Vauxhall) which he will drive in his home country, supposed to be the land of the Garden of Eden. He'll be able to dash over the roads of his country at a speed of 80 miles an hour.

A PERMANENT SHINE.

BRIGHT PARTS WITHOUT CLEANING.

While it is generally recognized that the presence of nickel-plated lamps and detail fittings enhances the appearance of a car, it cannot be denied that, on account of the easily tarnishable nature of ordinary nickel plating, considerable labour must be regularly expended in maintaining such surfaces.

Interesting facts regarding a new plating process, employing chromium in place of nickel, formed the subject of a paper which was read recently before the Electroplaters' and Depositors' Technical Society at a meeting held at Northampton.

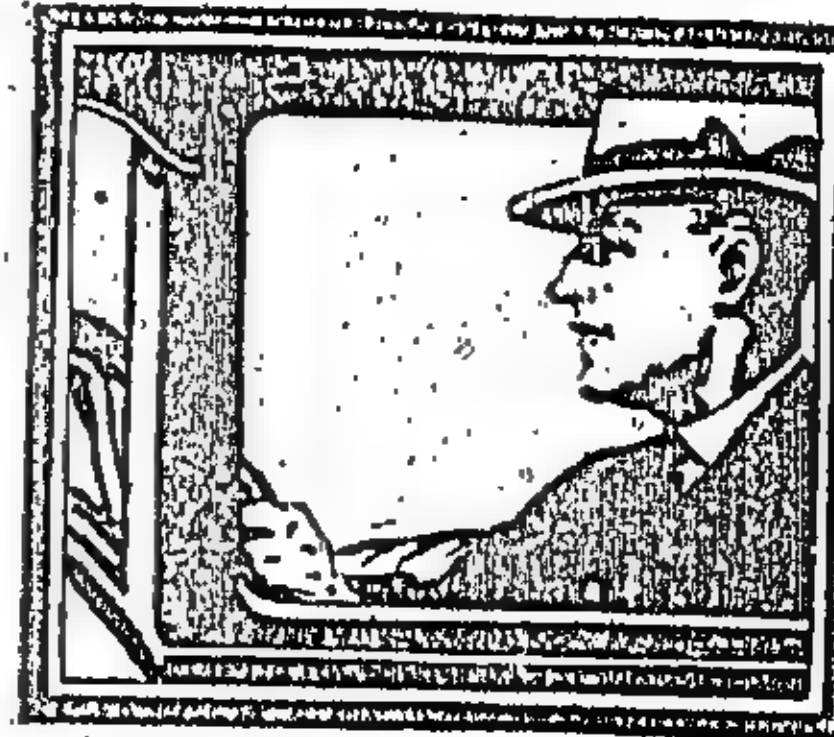
Chromium plating, it was stated, is considerably harder than nickel, and offers greater resistance to atmospheric corrosion, at the same time affording a brighter polish than is obtained with ordinary nickel plating.

It was stated also that the only form of cleaning required in the case of chromium plating consisted of rubbing with a moist cloth. Fog and damp, are said not to tarnish fittings thus treated.

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Low in first cost due to savings effected by One Profit manufacture, which enables Studebaker to offer you a better car at a lower price.

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... a car of unparalleled efficiency, out-performing anything ever built of its size, or type, or class!

Its remarkably low price, plus its many distinctive advantages, undoubtedly place the "70" Willys-Knight Six in the front rank as the outstanding value of the world in the six cylinder field.

Utilizing the principle of high-speed engine construction in a Knight type sleeve-valve motor, with a 2 15-16 inch bore and a 4 1/2 inch stroke, the power plant of the New "70" Six develops greater power per cubic inch of piston displacement, throughout its complete range, than any other stock American motor-car engine.

Speed capacity is in excess of 60 miles an hour. Its acceleration is startling in its accomplishment. Its power on hills is a revelation.

Revolutionary Results

In speed and power the New "70" Willys-Knight literally out-performs all other stock cars of comparable size. It combines the Knight sleeve-valve engine in its utmost perfection, with the finest and best achievements of brilliant engineers on both sides of the Atlantic. This car presents an unparalleled engine efficiency, a super-efficiency possible of attainment only in the Knight type of engine. It has a long, easy effect, with moderate actual length. Here, too, is an economy of weight never before achieved in a motor-car of its type.

Other Distinctive Features

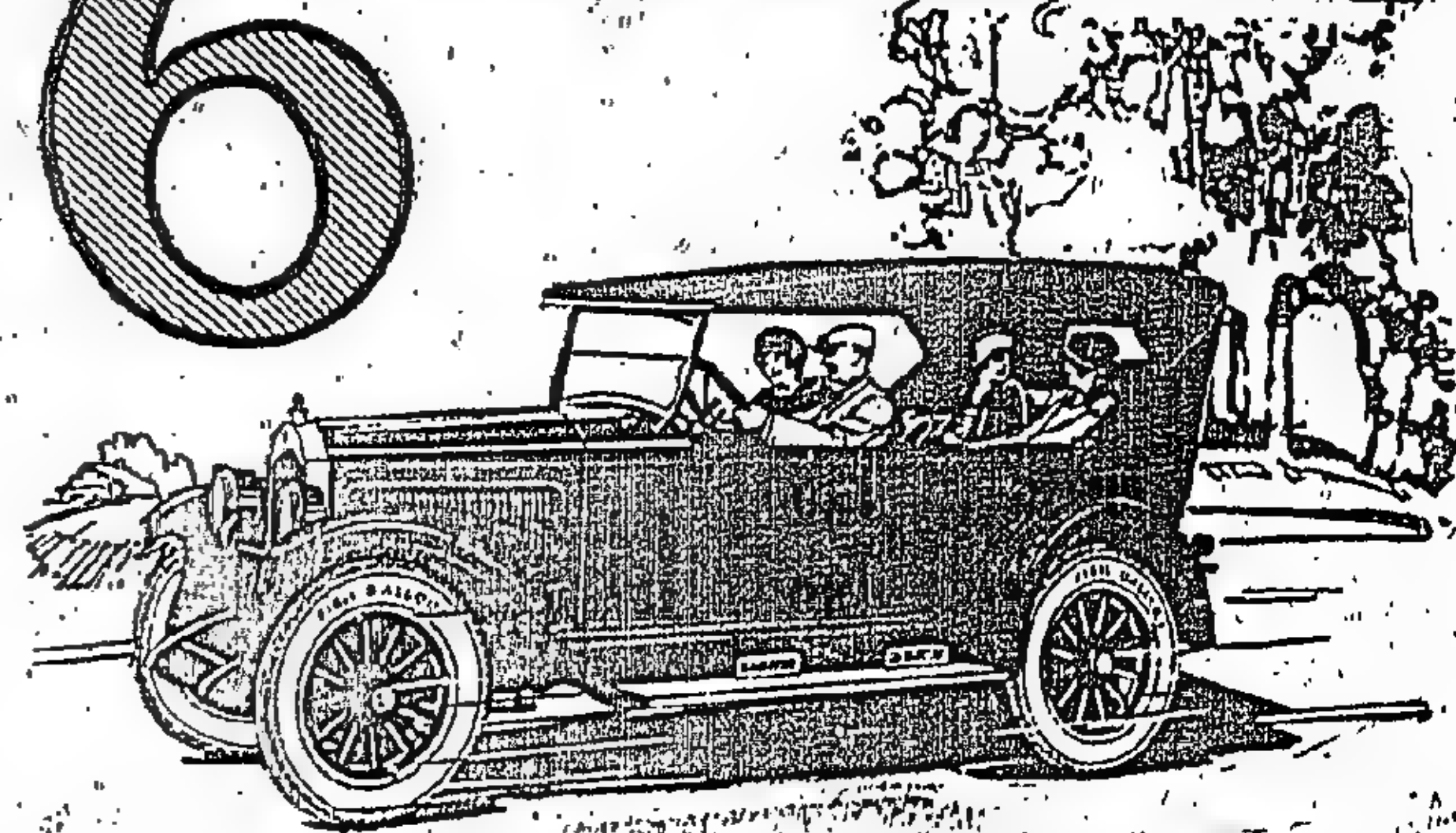
Absolutely positive mechanical four-wheel brakes—the perfected braking system of the most advanced cars of Europe and America—a system regarded by the best engineering practice as the most dependable and most nearly infallible of all brakes.

A new conception of road-stability—Scientific engineering has developed for this car a particularly low center of gravity which produces a truly remarkable road-stability. At all speeds you are impressed by its perfectly stable equilibrium, and a complete absence of all road shocks. Driving you enjoy a continuously agreeable feeling of solidity. Riding

yours is a comforting sense of security such as you have rarely experienced in any car.

The easiest of all steering—The steering facility of this phenomenal car is literally amazing. Right Timken bearings cradle the steering mechanism with the utmost absence of friction.

A remarkably beautiful body—For style and smartness, inside and out, this fine car is unrivalled by any other automobile of its class. The interior has been designed with such scientific exactness that all waste space common to other cars has been eliminated. While compact to the last degree, this new and advanced "70" Willys-Knight Six is revolutionary in its roominess and comfort.

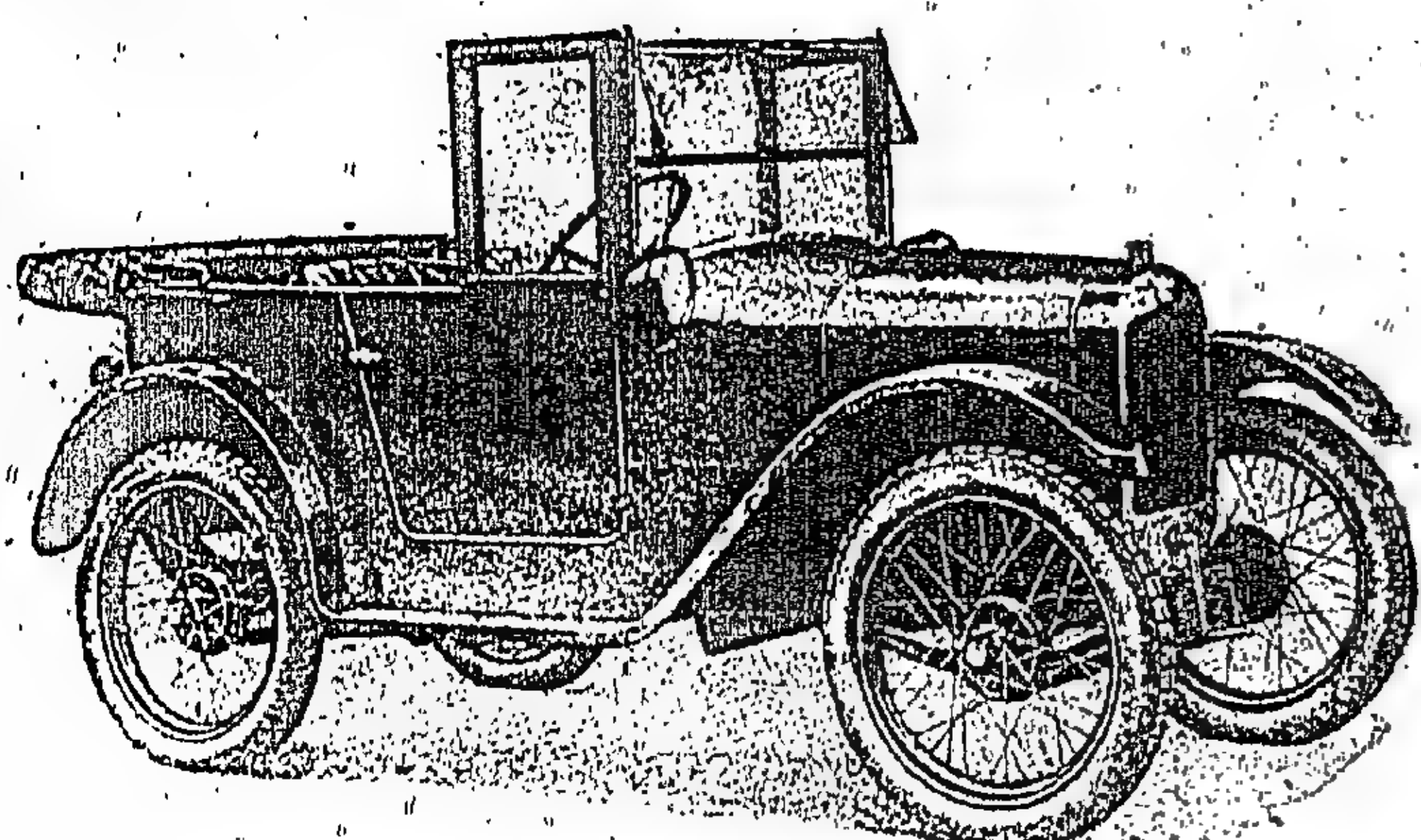


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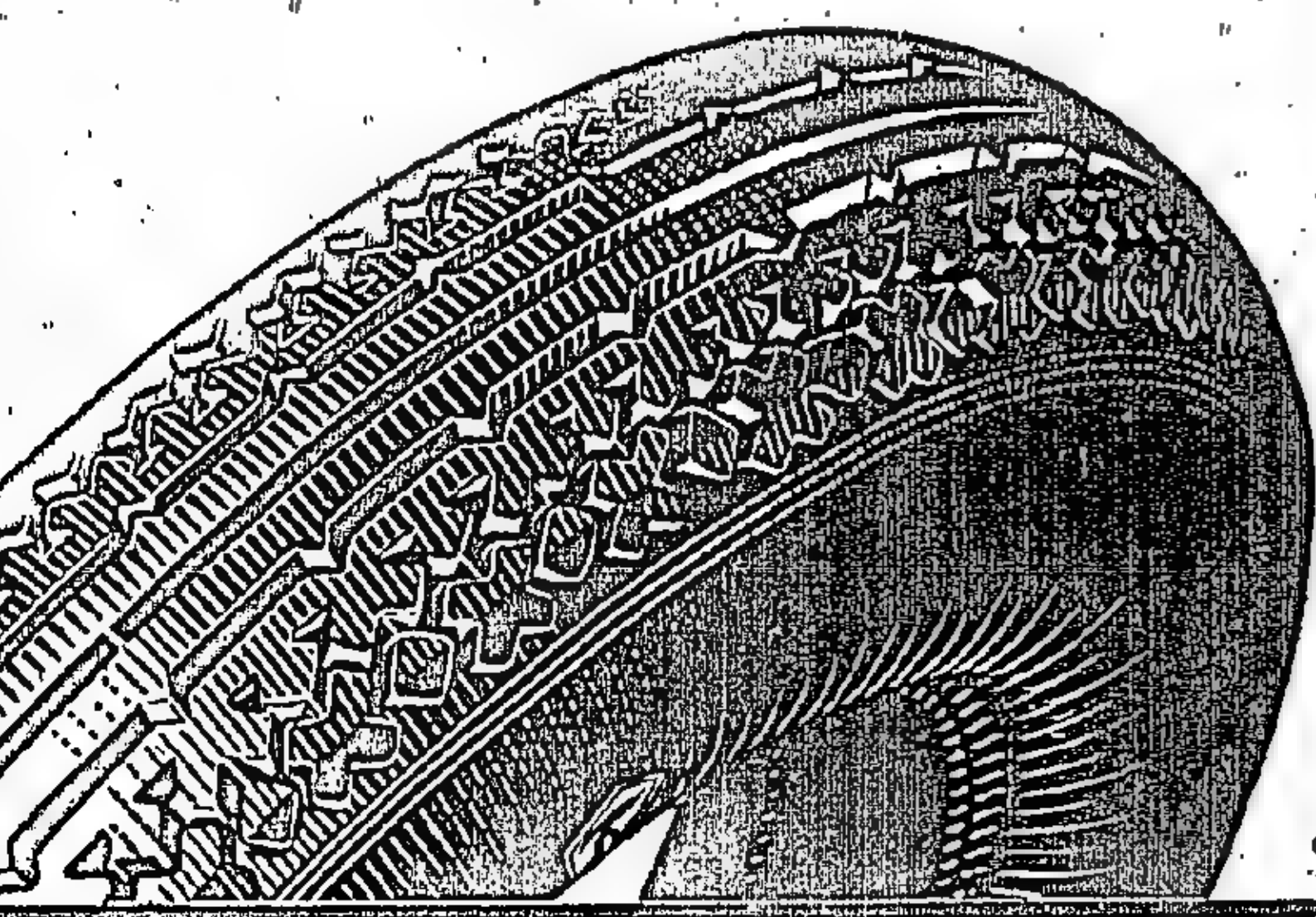
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Equip your car now. The cost is low.



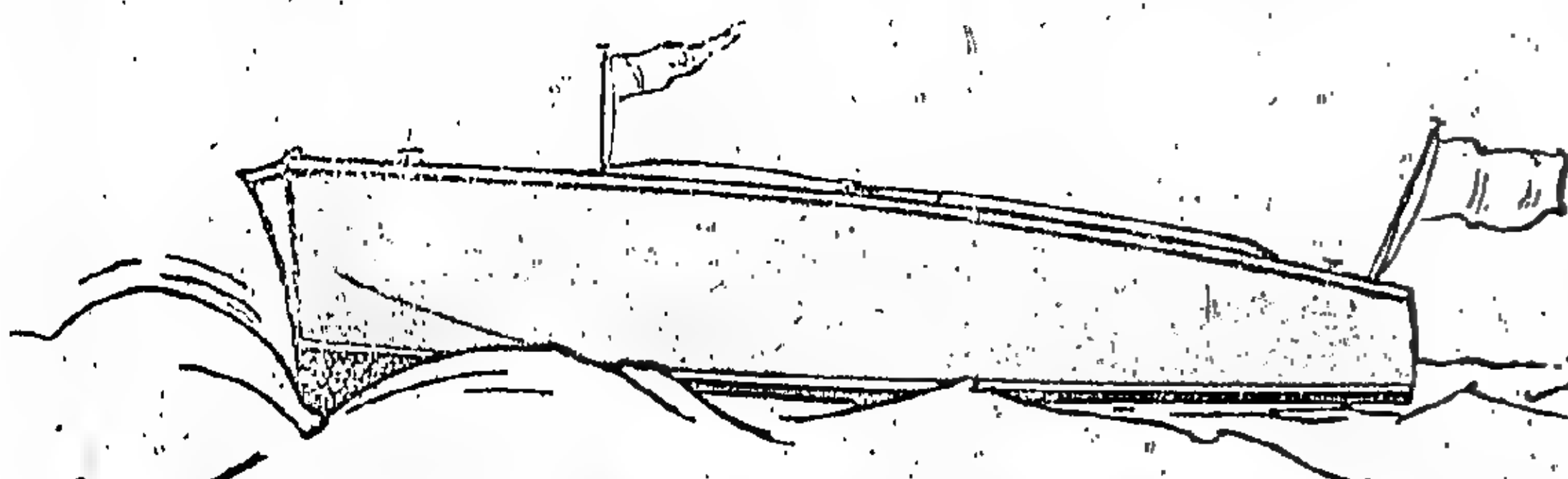
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HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
SHIFTING GEARS QUIETLY.

Every motorist wishes to shift gears deftly and without clashing. Some can do so to perfection but others acquire the knack only after long practice and a few drive the same car for years and never get the trick. Unless there is something wrong with clutch or transmission, the gears of practically all cars can be shifted smoothly, if only the operator has required skill.

THEORY OF QUIET GEAR-ENGAGEMENT.

Obviously, two gears cannot be meshed without clashing; if one of them is moving and the other is stopped or if their teeth are moving at widely differing speeds. Practically speaking, low and reverse gears cannot be meshed, unless the clutch has been fully released long enough to let its connected gears stop and unless the car is at rest and second and high gear cannot be quietly engaged unless the engine-driven gears and the car-driven gears are turning at about the same speed.

ESTIMATING RELATIVE GEAR-SPEEDS DIFFICULT.

There is no excuse for clashing low and reverse gears, if the clutch releases cleanly, but engaging second speed and even high gear quietly is not so easy, because its satisfactory accomplishment depends upon the substantial equality as to rim-speed of the two gears of clutch members to be meshed. This is a matter of the operator's judgment and is affected by many indeterminate factors.

INTELLIGENT PRACTICE DEVELOPS DEXTERITY.

The whole secret of smooth gear shifting is founded upon the correctness of these judgments and only practice, supplemented by conscious trial-and-error experimentation, can develop the required dexterity. The best way to attain skill is to take the car into an unfrequented road and spend a few hours in studying gear shifting alone, going through the first-to-second, second-to-third and third-back-to-second changes, until they can be made smoothly.

A FEW GENERAL SUGGESTIONS.

All except the last of these should be made with the engine fully throttled and whether they prove clashless depends largely upon how quickly they are made. Try shifting the gears instantly after full clutch release and then try making the shift a little less promptly after clutch disengagement, until noiseless results are obtained. The third-to-second change is the most difficult, requiring a higher engine and clutch shaft speed, in proportion to car speed at the moment of shifting.

F. J. H. writes: When running over rough roads, at low speeds, there is a sort of dull "plunking" noise from the vicinity of the left rear wheel. Spring bolts have been checked up, the axle nut tightened and rim-nuts set up. I am almost convinced that this noise comes from the wheel itself, which is of the disc type. Can you make any suggestions?

Answer: Possibly you could interchange the rear wheels and if the noise shifted to the other side it would locate the trouble in the wheel itself, but it is not clear what could be wrong to make one wheel make more noise than the other. Have you tried the left wheel bearing for looseness. The cylindrical roller bearings on which the wheels of this car run, are somewhat subject to wear and are inadmissible. Possibly enough lost motion has developed at this point to cause this noise when running over hilly roads. Perhaps someone could ride on the rear of the car and locate this noise more definitely than anyone within the car could do it.

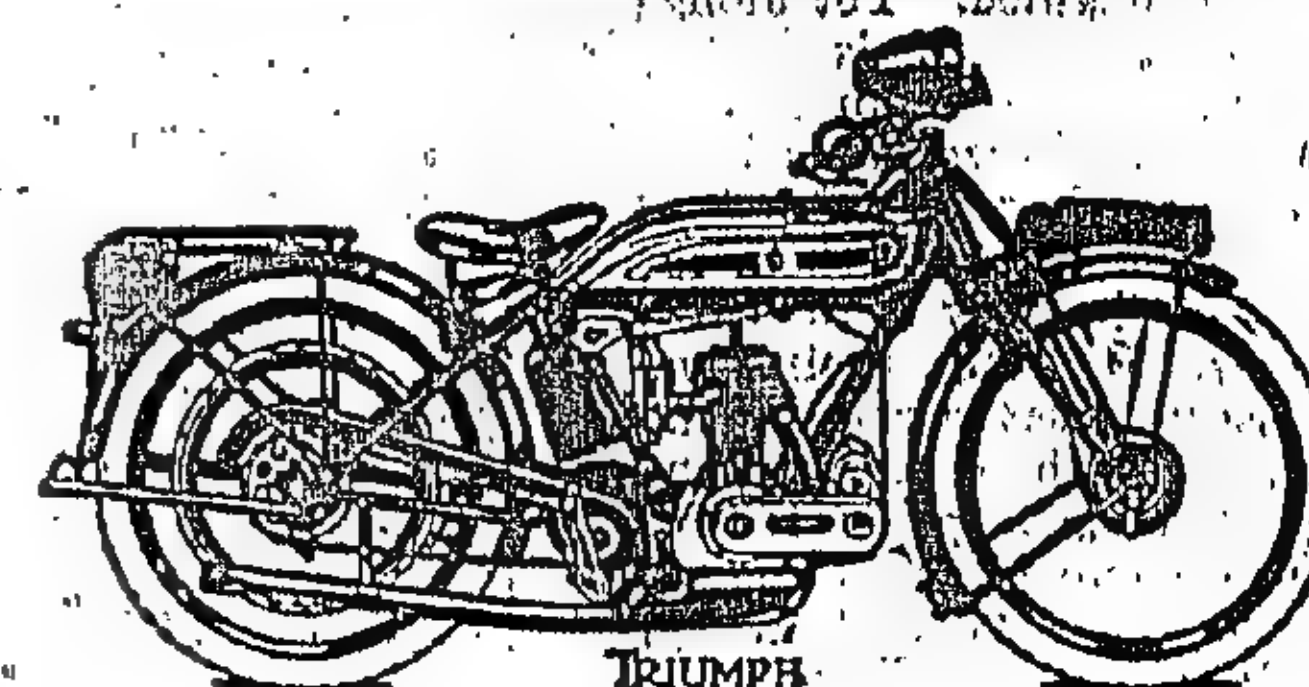
W. H. S. writes: Having just purchased a new Ford car, I should appreciate it very much if you would advise me just how much oil it should use when run neatly every day?

Answer: About one gallon is required to fill the oil reservoir of this engine and the manufacturer's recommendation that the oil should be drawn off, discarded and replaced with fresh oil at the end of each 750 miles of service, in addition to the initial filling, some oil is usually required to

maintain the level just below the upper pet-cock of the oil reservoir and this amount, whatever it proves to be, has to be added to the total required for each 750 miles. The amount added between drainings and refillings represents the quantity lost past the piston rings, through possible leaks at the crankcase and back through the transmission. With everything in perfect condition it should be very small, but with loosely fitted piston rings and leaks at other points it may become very large. You can hardly expect to average more than 600 miles to each gallon of oil used.

The Automobile Association, of London, realising that there are many motorists who would like to make short runs out of town on a summer evening—just for dinner and possibly a game of tennis, golf, etc.—has approached several hotel proprietors holding the A.A. official appointment. As a result, arrangements have been made at a number of hotels for a special meal to be supplied at 9 p.m. on at least one evening each week. Motorists are thus able to leave town as late as 7 or 7.30 p.m. and yet be assured of adequate refreshment at the end of the trip. So far, hotels in the following places around London have decided to try the experiment: Ascot, Aylesbury, Box Hill, Bushey, Eton, Guildford, Hindhead, Maidenhead, Maidstone, Sevenoaks and Shalford.

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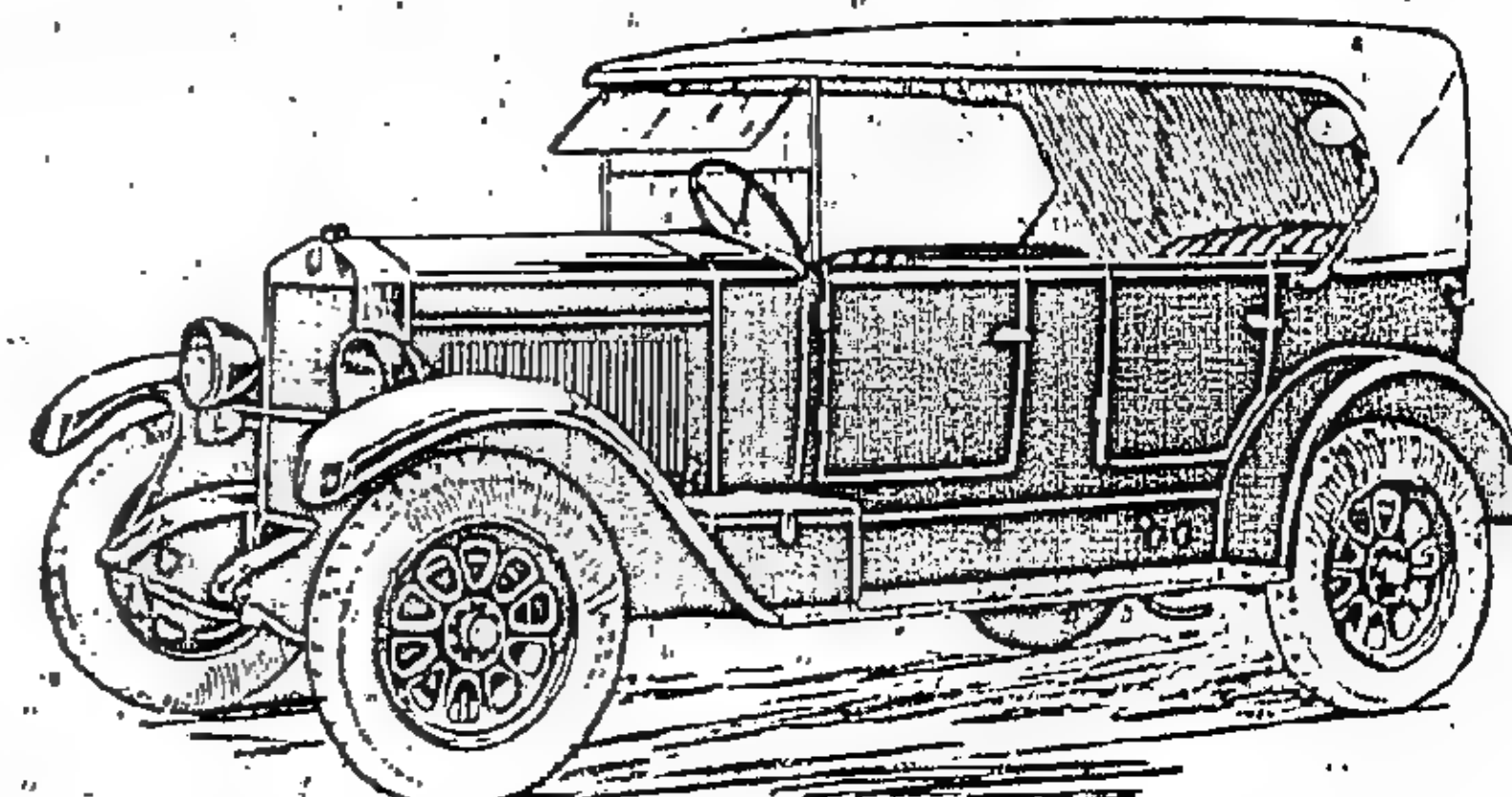
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Light, silent, and economical, the Model 503 with its metal-frame, combines elegance and comfort.

Its metallic frame, electrically welded, is firm and cannot be distorted, thus ensuring a perfectly silent car.

Insulating material is inserted between the body and the Chassis, deadening every sound and eliminating creaking.

The metallic body members are very light and strong, rendering the whole car very light and sturdy.

Let us show you this fine car.

Engine: 4 cylinder 15/30 H.P.
Speeds: 4 forward, 1 reverse

General equipment: Speedometer, clock, 4 wheel brakes, Balloon tyres, sparewheel and tyre, Head-lights (self-dimming), metal parts nickelplated.

The very best you can get for your money.

Fiat Model 503 5 seater Torpedo Sports	\$ 2700
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5 " " " " " " De Luxe	\$ 2850
5 " " " " " " Saloon	\$ 3500
2 " " " " " " Cabriolet	\$ 3600

Agents:— for Hongkong and Canton.

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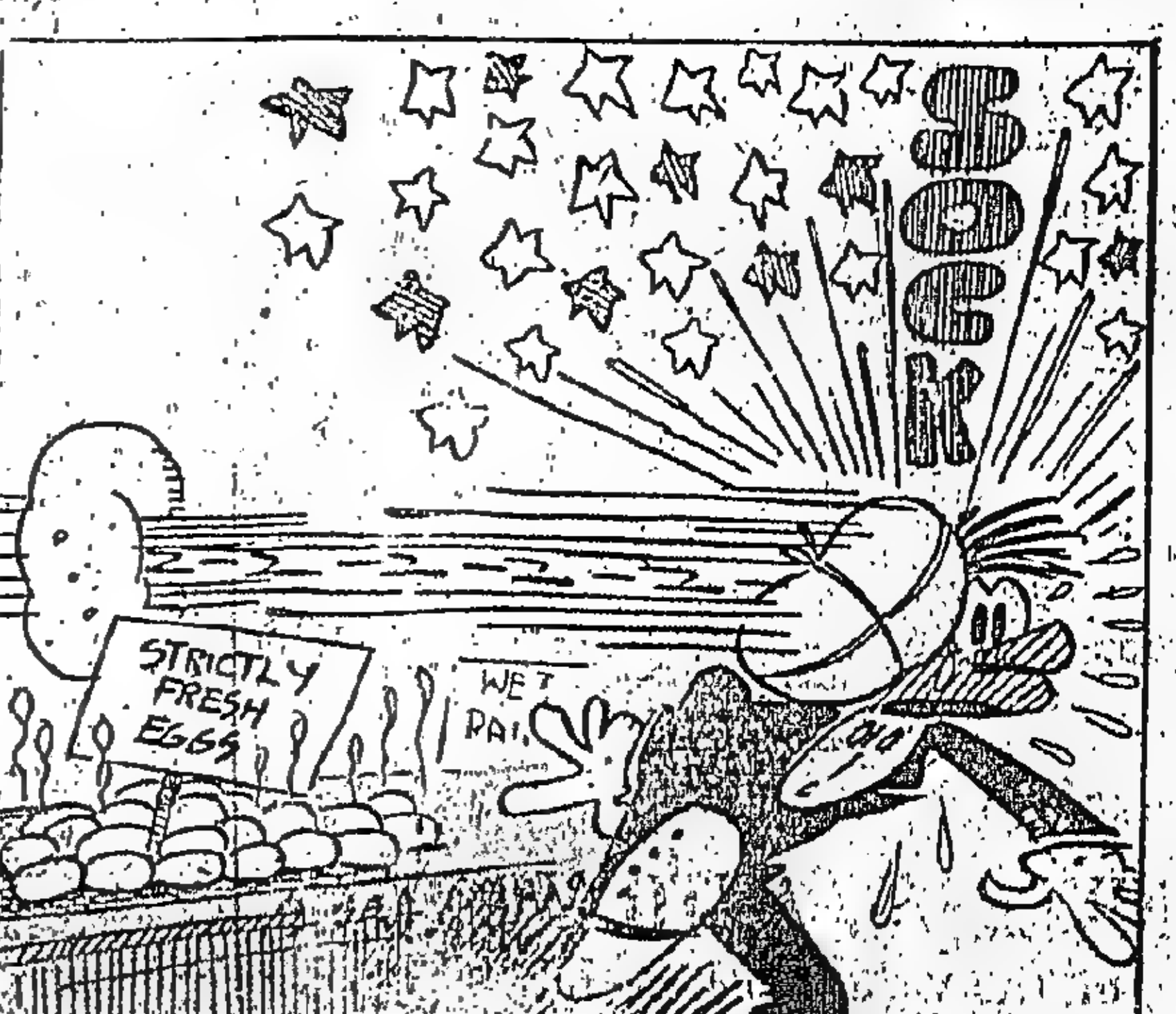
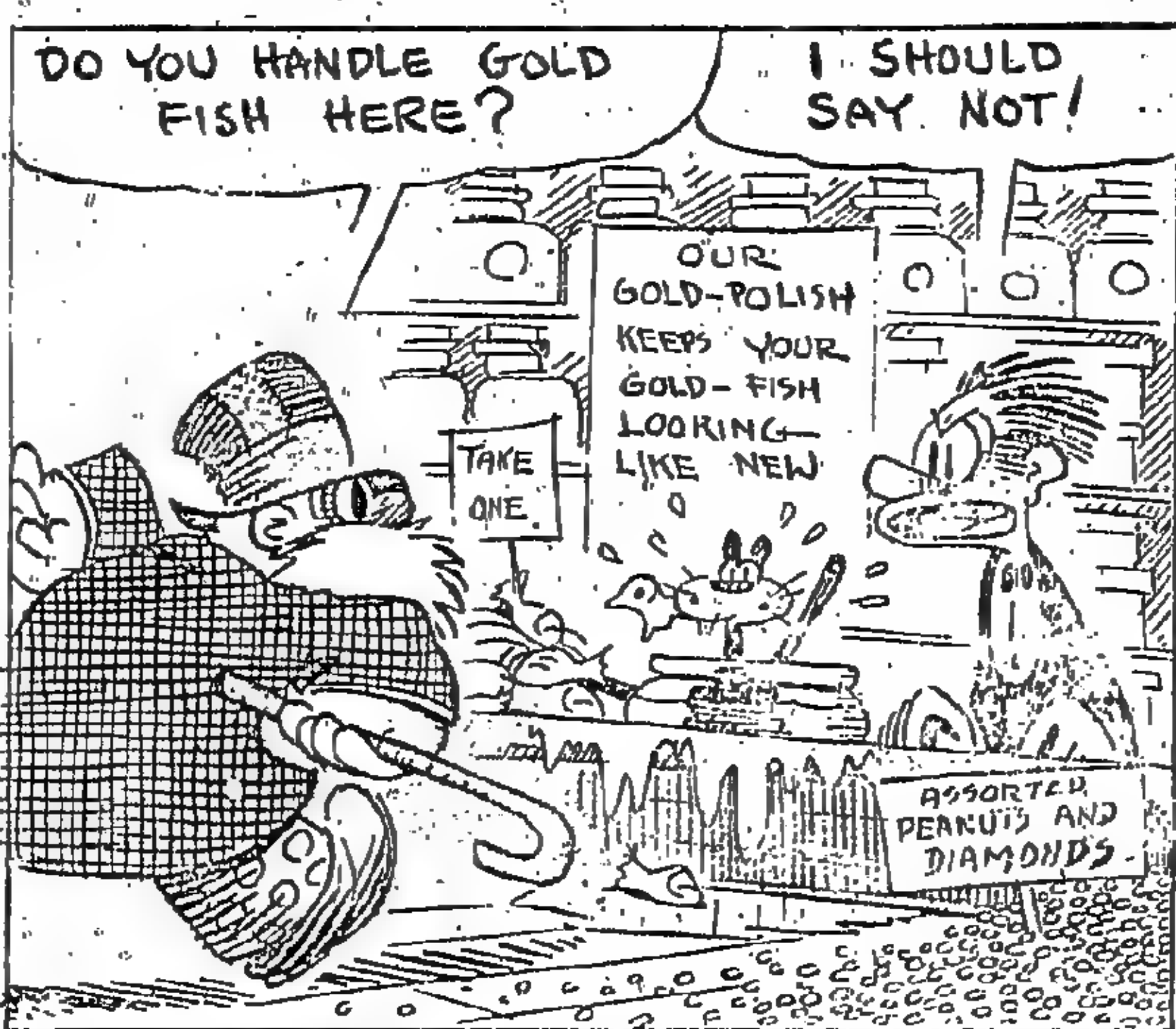
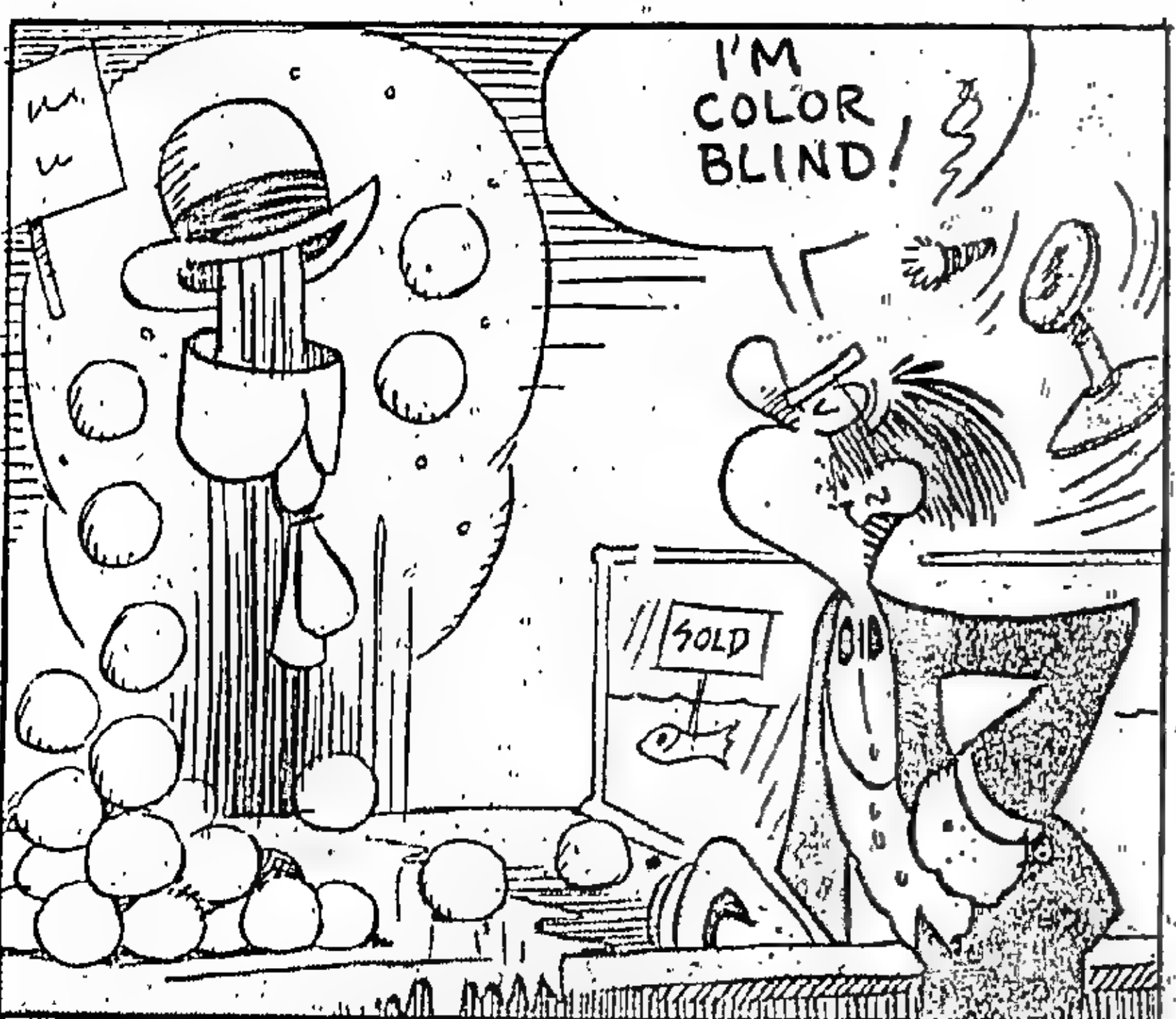
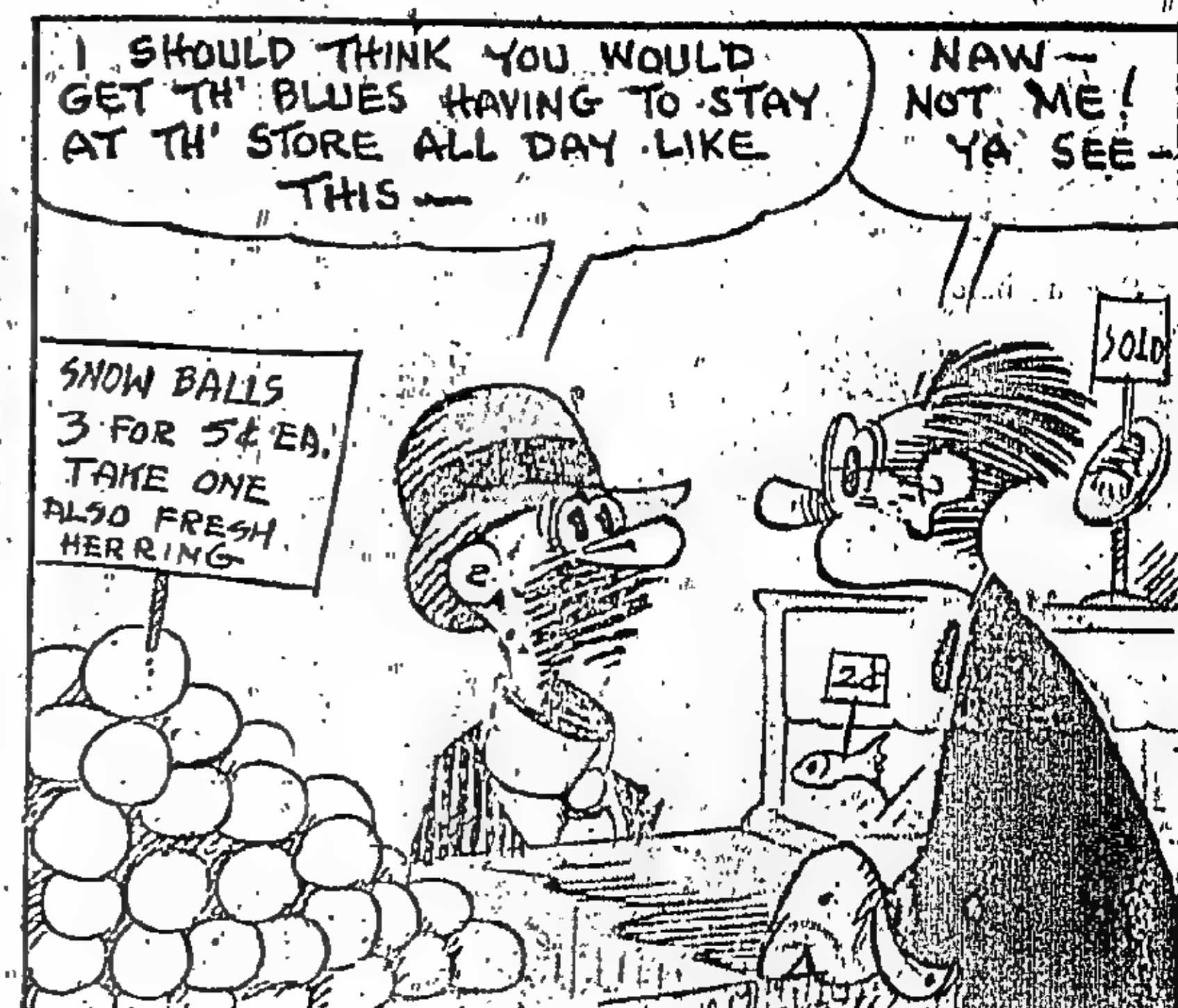
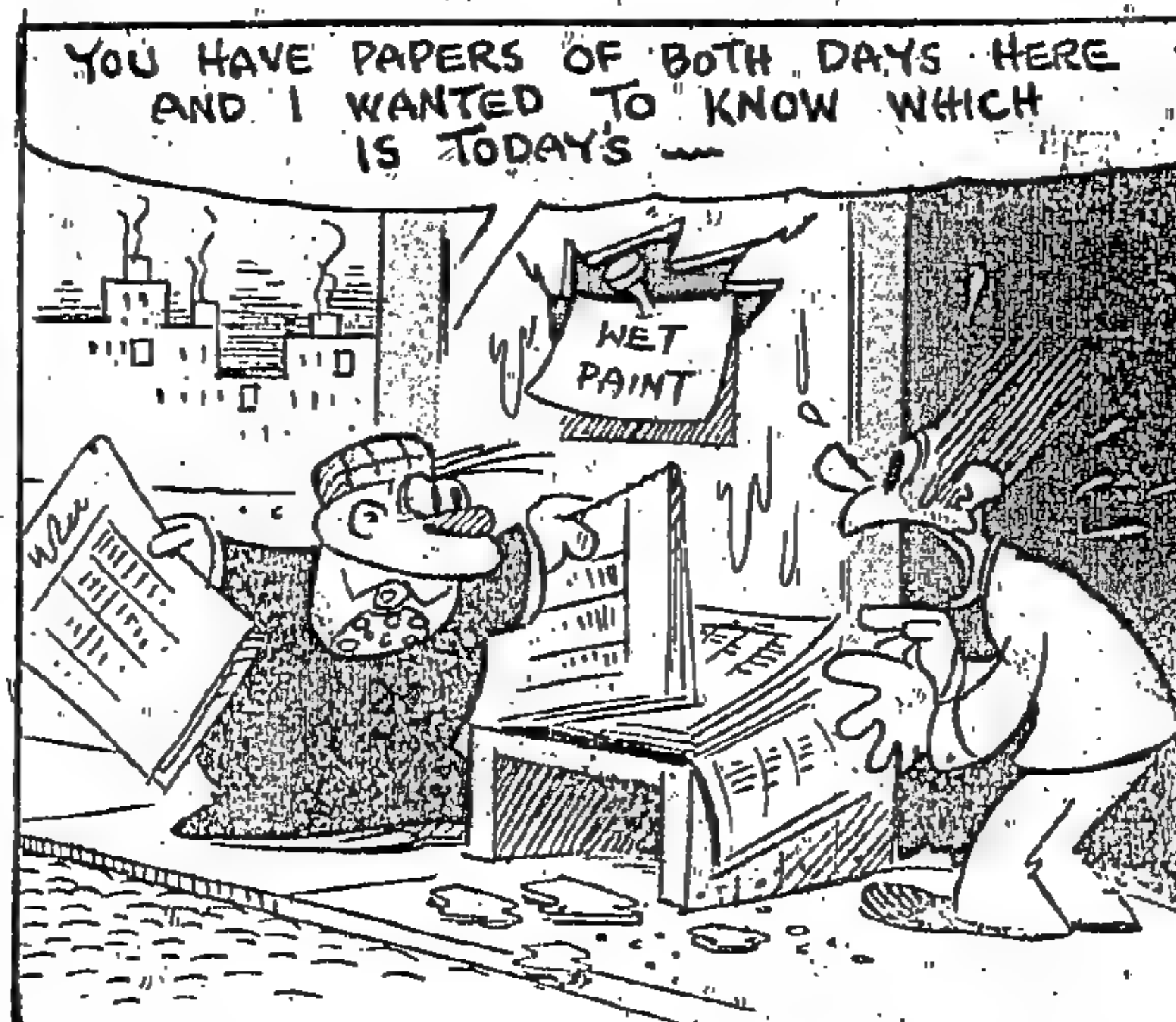
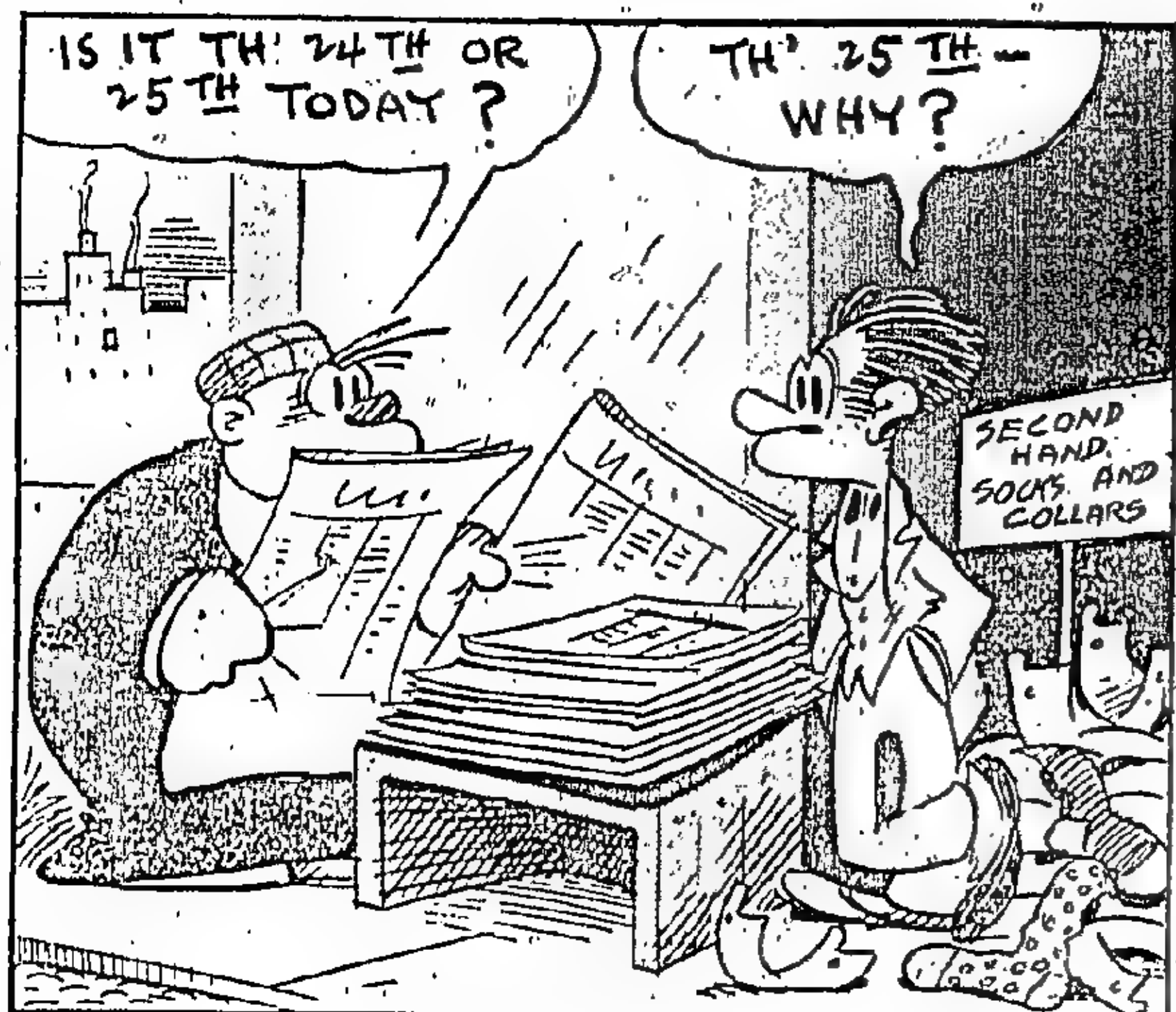
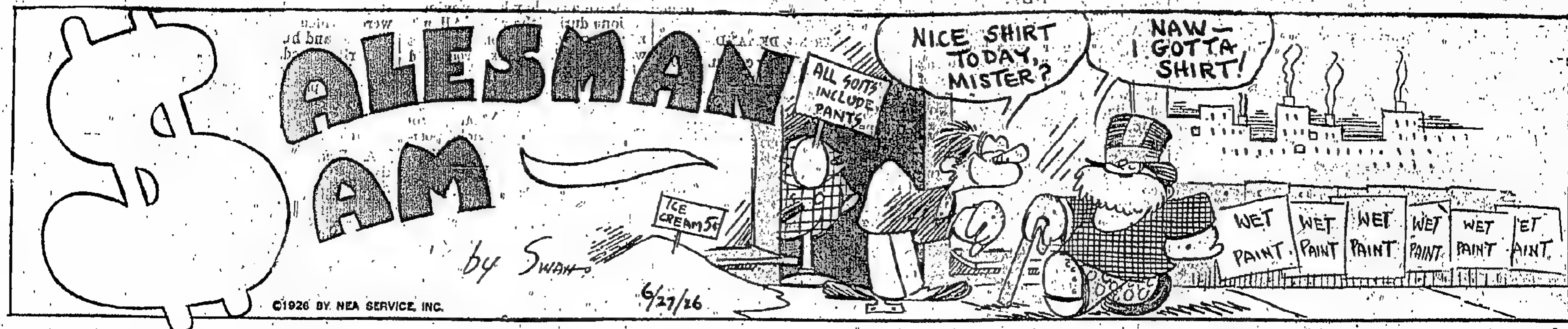
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TARIFF PARLEY.

CHINA ANXIOUS TO RESUME.

JAPAN RESENTS BLAME.

Interviewed by press representatives in Peking on the 9th inst., Mr. Sun Jun-yu, the Chief Secretary of the Cabinet, stated that the Chinese Government is expected shortly to ask the foreign Powers concerned to re-open the Tariff Conference. Its idea is to appoint 12 new delegates to the Conference, including Foreign Finance, Agriculture and Commerce, and Communications Ministers. Directors General of the Tobacco and Wine Administration and of the Revenue Council Dr. W. W. Yen, Mr. Liang Shih-yi, and Dr. Wang Chung-hui.

JAPAN ANSWERS CRITICS.

Tokyo, July 8.—Commenting on the suspension of the Chinese Tariff Conference, the Tokyo *Nichi Nichi*, in its editorial to-day, accused the *New York Herald* and the *London Observer* a British paper, of their shifting the responsibility for the suspension of the Conference upon Japan. The journal continued:

"It was the change of the attitudes of certain Powers that has brought a deadlock to the Conference and not Japan, who, on the contrary, did her utmost to live up to the letter and spirit of the Washington Conference from first to last. Japan, therefore, is the most qualified to talk about responsibility. We consider that it is rather a silly thing to try to shirk one's responsibility. Such an act is not the way to benefit ourselves or China."

NOT DISCOURAGED.

Tokyo, July 9.—"Personally I am not discouraged, because we have not found a panacea for all our ills in the Pacific in eight months," declared Mr. K. D. Stewart, British delegate to the Customs Conference, referring to the difficulty with which the Powers has been confronted at the Peking Conference, during the course of his speech at the weekly luncheon of the Pan-Pacific Club, yesterday. The British delegate's speech in part is as follows:—

"When the Conference opened last October we found ourselves in the position of being fourteen different countries or about that number with all sorts of different interests to consider. One thing we had in common, however, and that was a determination to give China fair play. I think we were all a bit suspicious of one another because none of us could guess how the others felt about events in China. These feelings soon wore off as we were able to get better acquainted with one another, and I really think that the more we know each other the better we liked one another. That, at any rate, was my feeling and I think it was fairly universal."

PACIFIC PROBLEM.

"I suppose we all feel that the problem of the Pacific lies chiefly in China, and we felt we were given the task of trying to go a step along the way towards solving this problem."

"It cannot be solved finally without China herself having a hand in the solution, and, if I may say so, this is one great element of difficulty."

"After the delegations had been in Peking some time and settled down to work, some main principles began to emerge and we began to form little unofficial committees to discuss and exchange views."

TAKES TIME.

"The Chinese were anxious to raise more revenue from the Customs and a small sub-committee was formed to settle the question. Of course, this was not easy. On one side we had twelve or thirteen countries and on the other side China, and we had to agree. To make it as simple as possible we settled upon how much China wished to raise and at this time we made fair progress. We came to an unofficial agreement with China about the sum which ought to be aimed for and then the Americans, Japanese and ourselves were told to get our advisers together to see if we could make suggestions that would suit everybody, which we did or rather which suited nearly everybody. At this time we had Chinese delegates to work with and

CRITICISM

(BY THE REV. GEO. E. ARROWSMITH, M.A.)

Matt. 7. 1.—"Judge not, that ye be not judged." As a psychologist our Lord was far ahead of His generation. Many of His pithy sayings about human nature might have been taken out of one of the modern text-books on mental science. "Judge not that ye be not judged," what is that but one of the processes of what psychologists call "projection" expressed in popular language? Hunt in his recent book on Psycho-Analysis speaks about the self-reproach that makes itself felt in a man's mind when conscience grows active. "This, of course, is a state of affairs that nobody can be expected to appreciate," he says; "as a refuge it therefore becomes more pleasant and more conducive to our self-respect to look for the same traits in other people; then, when we find them, to reproach them." In this way we work off our own self-reproach in a manner which causes us the minimum of inconvenience, and indeed in some cases affords us a certain amount of positive satisfaction. In other words if I criticize another person's conduct harshly, I am probably "projecting" my own faults and failings on to his shoulders, and, in giving judgment against him, I am in reality pronouncing my own condemnation. That is the considered opinion of modern Psychology, but Jesus Christ knew all about it back in the year 30 A.D., when He said, "Judge not that ye be not judged." Those who would condemn the Bible off-hand as a collection of scientific inaccuracies would do well to note that over and over again in recent times the voice of the scientist and the voice of the Christ are substantially in agreement. In the case under consideration the only difference is that whereas Jesus was an adept in mental psychology it has taken us over nineteen centuries to catch up with His knowledge.

"Judge not that ye be not judged," said Jesus; "Speak not against one another, brethren," said the apostles. Over and over again a censorious spirit is rebuked, for to judge another is to usurp Divine Authority. "He that speaketh against a brother, or judgeth a brother," speaketh against the Law and judgeth the Law." Generally, then, we would do well as Christians to avoid condemning the lives and characters of those around us. We are not in a fit position to criticize their conduct for we cannot see the motives governing their actions; it is only God who can try the heart, then let us leave all judgement to Him, and if we cannot find anything good to say of others we can at any rate keep silent. "Far better to be a deaf-mute than to injure another's character with an unfeeling tongue."

"Fear not to lie, 'twill seem a lucky hit; Shrink not from blasphemy, 'twill pass for wit; Care not for feeling—pass your proper jest, And stand a critic, hated yet caressed."

I think the Conference made good progress.

"The customs conference is in the nature of a Commercial Treaty, though not quite the same thing. If you will look back and see the length of time such treaties have taken to negotiate in the past even between two countries I think you will find the time is often counted in years rather than months."

"If seems to me nothing would be worse than to produce some sort of treaty that was no remedy at all and left things worse than they were before. We are earnestly seeking a solution and so far as any instructions or understandings I have ever had up till the time I left Peking, we had no intention of breaking off the Conference. Of course, I do not know about what has happened during the last month, but it would take some convincing me that anything like this was in the mind of the British Government."

"In looking back at the work done I think I can say that at the time I left Peking the foreign delegations were approaching agreement on many important points."

"All of us have had to modify our views, and nothing is more difficult than to detail answers to questions when you have to guess how the question will be put."

So wrote Byron, who was to suffer much at the hands of moral critics in later days; how true are his words. He who delights in making others stand at the bar of his own judgment will be caressed and fawned upon perhaps, but sed and fawned upon perhaps, but he will really inspire feelings of dislike and hatred.

"Judge not," yes, but it is not always possible to keep quiet. There are times when we should open our lips boldly and say what is in our minds with neither fear nor favour. Fault-finding is not altogether contrary to the teaching of the "Sermon on the Mount." Jesus Himself was continually finding fault and exposing the sins of those around Him, and did He not tell His disciples, "If thy brother trespass, go and tell him his fault between thee and him alone?" There are times when it is right to speak out, when it is our Christian duty to hold up before others a mirror in which to see their sin in its true colours, but we should be very careful how we do it. There are three main essentials to successful fault-finding.

First, it should be done *Privately*—"between thee and him alone" says Jesus. Parents and teachers would do well to remember this. Children are shy, self-conscious creatures, and public reproach is so humiliating to them that too often it leads to sullenness and bad-temper instead of to penitence. And the same principle applies to our criticism of the full-grown. Go on the house-top and bellow it forth and the only effect on your victim will be to embitter him against you. But speak to him quietly in private, as man to man, and maybe you will save his soul alive and hide a multitude of sins.

In the second place, necessary fault-finding should be done *Gently*. Gentle methods are always the best, and sometimes a reproachful look (such as Jesus bent on the erring Peter after his denial) will be more effective than a whole wagon-load of spoken censure.

And then, lastly, fault-finding should be undertaken very *humbly*. We should take heed to ourselves lest when we have preached to others we ourselves should become castaways. I am convinced that a great many souls are thrust down yet deeper into the "slough of despond" because of the tactless manner in which Christians try to draw them out. The well-meaning rescuer points out all the faults and flaws, but he does so in such a merciless and unsympathetic manner that he only wounds where he wishes to heal. If we must condemn let it be in all humility lest haply the Recording Angel turns upon us and says, "Why beholdest thou the mote that is in thy brother's eye, and perceivest not the beam that is in thine own eye?"

OUR VISITORS.



Photo shows officers of the visiting Japanese naval training ships landing in Hongkong. Left to right—Vice Admiral Yamamoto, H. I. H. Prince Yamashiro, Capt. Steele, A.D.C., and Flag Lieut. Mizuno. (Photo: Mee Cheung).

"Now, gentlemen, I must thank you for the attention you have paid me and I shall sit down, I hope, with a feeling that I have convinced you that the delegations of all the powers at this conference are earnest in their intention to do their best to solve the problem before them."

ICE

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WELL FILLED.WHO WANTS TEPID DRINKS
THIS WEATHER?

The Dairy Farm, Ice & Cold Storage Co., Ltd.

THE SMOKE NUISANCE.

(Extract from Leading Article in S.C.M. Post.)

"Occupants of the higher Buildings have much reason for complaint of their neighbours. A pall of smoke can be seen lying over Hongkong, prevented by the Peak from dispersing. Public buildings are dirty. The Harbour is polluted. Offices and dwellings have a fine, smoky deposit. One finds evidence of smoke and soot on all hands."

The Logical Remedy?
INSTALL AND USE GAS.

A Cheaper fuel than Wood or Coal.
The Cleanest form of Heating.
Gas-using appliances for all purposes
and demonstrations at

Our Showrooms:—16, Des Vaux Road, Tel. C. 4704.
West Point. Tel. C. 47.

Hongkong & China Gas Co., Ltd.

TRAINS HELD UP.

NORTHERN TUPAN'S ACTION.

It is a good thing for some of the American system of giving passengers a dollar for every minute late in arrival is not in existence in China, says the *Shanghai Times*. With militarists interfering with communications, and every little non-commissioned officer able to get his own private train, the railways would go worse than bankrupt.

The special express running between Tientsin and Peking, for which a special rate is charged, was held up three hours recently owing to interference by one of the northern war-lords, who happened to be passing at the time.

The No. 6 express, for which a special fare of 60 cents for a 3rd class ticket, \$1.20 and \$1.80 for 2nd class and 1st class respectively, and which is supposed to claim precedence of any other train, caught up the military train carrying Tupan Chu Yu-pu at Langfang. According to regulations, the railway officials shall arrange for the express to proceed without the least delay, but in this case the military train refused to allow the express to precede them; while the military train was stopping at every station to review the troops, en route, waiting about half an hour in each, the express had to follow its wormlike way patiently.

One full hour was thus wasted at Yungtingmen, where a number of impatient passengers detained and went home by rickshaws. Owing to the congestion at Chienmen another half an hour was wasted in shunting work before the express was able to reach the platform.

Ottawa, Canada, June 11.—Lady Willington, wife of the new appointed, as Governor General of Canada, is known to book-lovers throughout the Dominion as the "Mark" who figures in her mother's famous book, "The Voyage of the Sunbeam." She is the daughter of the Earl of Brassey by his first marriage.

MOTOR ACCIDENT.

CAR LEAVES THE SHATTIN ROAD.

A nasty accident to a motor car occurred on the Shatin Road on Thursday night and resulted in a Chinese motor driver, being seriously hurt and Mr. W. Curtis, of the Duro Garage, receiving minor injuries.

It appears that earlier in the day Mr. Curtis had travelled into the New Territories by train, intending to return in a two-seater Buick car. In the evening a telephone message was received from him at Tai-po stating that the car had broken down and asking for a tow.

In response another car was sent out to fetch the Buick in. The cars were linked up satisfactorily and started on the journey back. While going along the straight piece of road at Shatin, with a Chinese driving the car, it seems the tow rope somehow got round the front wheel of the Buick and snapped. The impetus of the car took it, without warning, over the edge of the road and on to the rocks below. The hood of the car was down at the time and both Mr. Curtis and the Chinese driver were thrown out and it seems likely the car turned one or two complete somersaults, for it "nearly landed on the wheels on the rocks at the sea shore."

The driver received severe injuries and was almost unconscious. Mr. Curtis had a very bad abrasion, but appeared to be not seriously hurt.

With difficulty the driver was carried up to the road and put into the other car and brought in to the Kwong Wah hospital, arriving shortly before midnight. The Buick had to be left where it was. At the time the tide was low, otherwise Mr. Curtis and the driver might have been thrown into the sea. As it is, it is expected that the car will be covered at high tide. A breakdown gang went out yesterday to salvage the car, which is very severely damaged.

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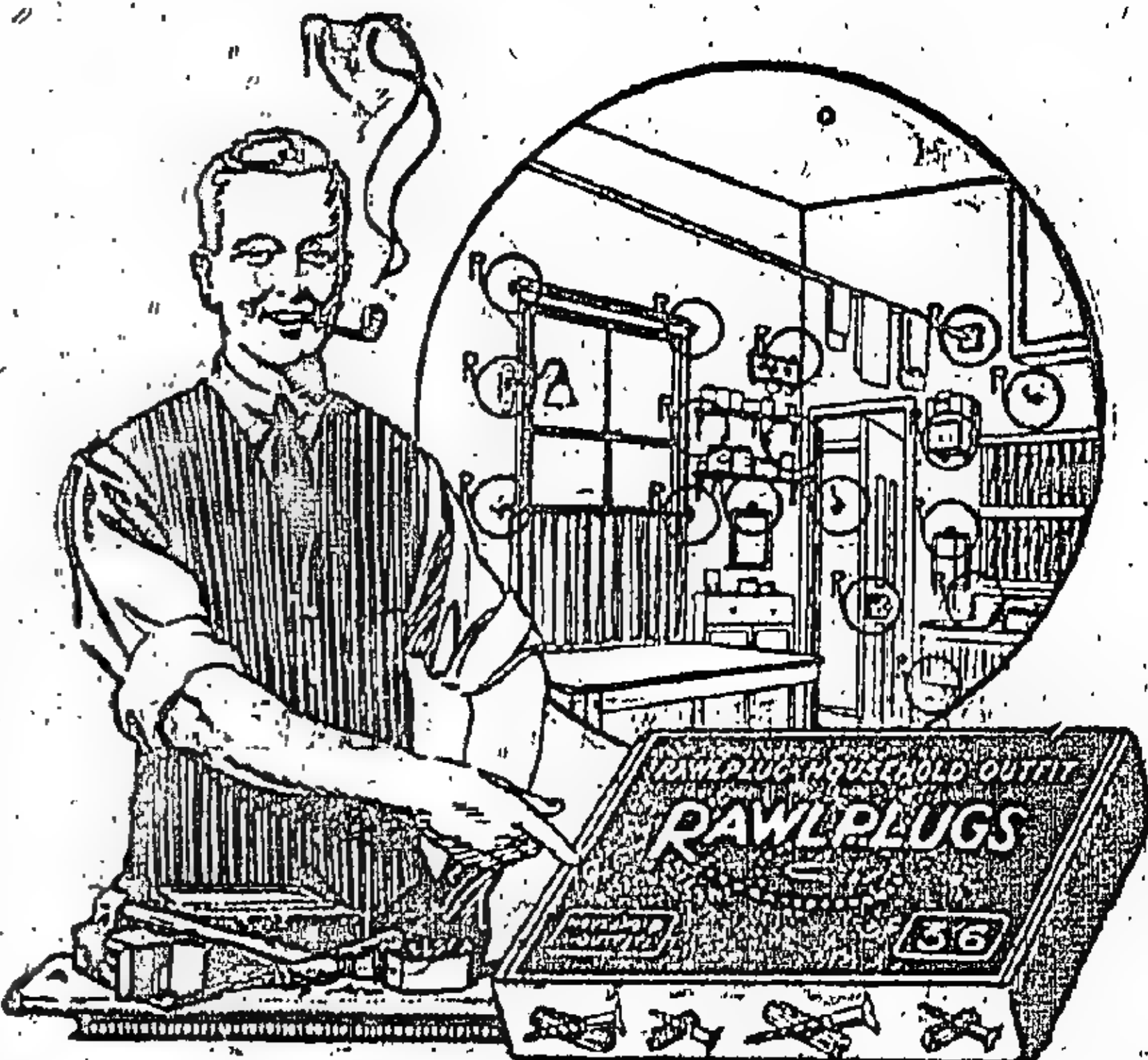
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The Rawlplug Outfit contains everything necessary to enable anyone, without previous experience, to do these jobs himself!

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in every Department.

KWANGLEE PIRACY.**OUTRAGE WITHIN SIGHT OF
REPULSE-BAY.**

Thrilling details of the piracy of the s.s. Kwanglee were given to a S. C. M. Post representative yesterday by a European passenger on that vessel from Shanghai, who was coming to Hongkong.

According to this gentleman's story, the Kwanglee left Shanghai on July 9 for Canton with general cargo, and approximately 600 Chinese deck passengers, he being the only European on board other than the officers.

All went well until Wai-lan was sighted and signals exchanged, the Kwanglee reporting "All Well." This was at 11 a.m. on July 13, when Repulse Bay, was in sight, about five miles distant.

At 11.40 a.m. with Repulse Bay still in sight, there was a commotion in the afterpart, but nothing that gave evidence of a disturbance beyond the ordinary, when deck passengers are carried. Six Chinese armed with revolvers then appeared on the bridge deck and presenting their weapons at the Captain demanded that he put up his hands, at the same time pointing to the revolvers and saying "Mauzer, Mauzer." Among the six pirates were two of the ship's quartermasters and when Captain Tollefsen remonstrated with them, they informed him that he would be shot if he did not keep quiet.

The upper bridge was then stormed by the pirates, after they had seized the ship's arsenal which is situated in the lower bridge. The second officer, was on watch and was surprised by the raiders, who had hitherto carried out their seizure of the vessel without any undue disturbance. Captain Tollefsen, and other Europeans were then herded into the second officer's cabin under cover of the pirates' revolvers, and forced to remain there while their captors ransacked the ship.

Nothing is known of what happened in other parts of the vessel but it is certain that one of the pirates kept a watch on the bridge and directed the Chief Officer to steer the Kwanglee to Bias Bay.

At Bias Bay.

At approximately 5 p.m. the Kwanglee grounded outside Bias Bay, owing to lack of knowledge of the pilot who was operating with the pirates, although the Chief Officer was at the time on the bridge, nominally in charge, but under cover of a pirate's revolver.

Efforts were made by the pirates to float the ship off by jettisoning cargo, but this being without effect, Captain Tollefsen was released for the purpose of getting her afloat again, but nothing resulted.

The pirates then ordered two lifeboats to be lowered and into these they piled their loot consisting of the portable valuables and currency which had been collected from the passengers. Whilst this operation was being carried out, a junk from shore, came alongside and this was in turn commandeered by the pirates for the conveyance to shore of the bulkier seizures.

The lifeboats were subsequently abandoned and the junk made use of entirely, the pirates eventually leaving the vessel at about 6.30 p.m. taking with them six of the wealthier Chinese passengers who, it is understood, will be held for ransom. The Kwanglee was refloated shortly before midnight on that day and proceeded to Canton.

All the European officers of the Kwanglee were searched, whilst all valuables in their cabins were taken, amongst which were cigarette cases, rings, watches, and private papers.

Other effects which were seized included many items of personal equipment. The extent of the losses of officers and passengers is not known. The Kwanglee arrived at Canton at 4 p.m. on Thursday and passengers remaining on board reached Hongkong by the Lungshan yesterday afternoon to convey the first authentic news of the outrage.

It is understood that in the raiding of the ship two members of the comprador's staff were wounded, one with an axe, and another by a revolver shot through the knee. Another Chinese, a passenger, was shot through the ankle. There were no other casualties.

A Canton message received in Hongkong last night reports that the value of the haul by the pirates is put at \$200,000.

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This Ice Cream can be taken and eaten at the pic-nic, at Macau etc., and will be as good as those served in ALBERT'S shop.

It is guaranteed to be pure fresh milk, eggs and sugar, without the addition of any chemicals.

ALBERT 22, QUEEN'S RD. CENTRAL.

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DRESSES from \$5.00

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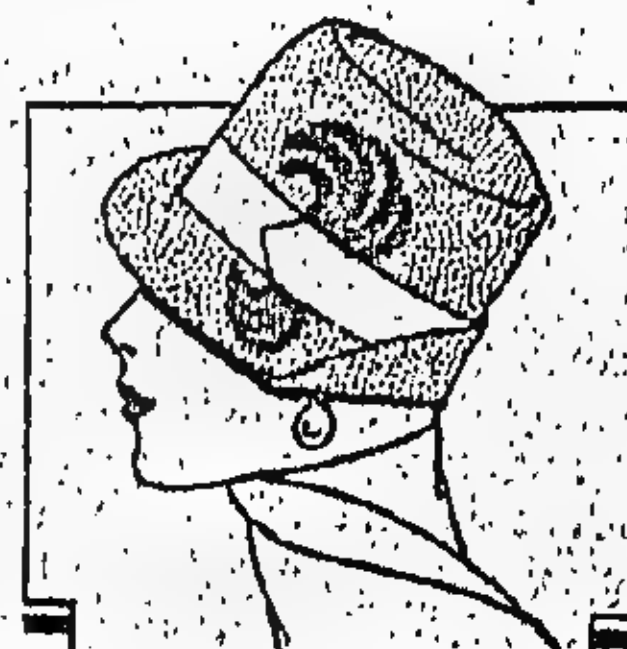
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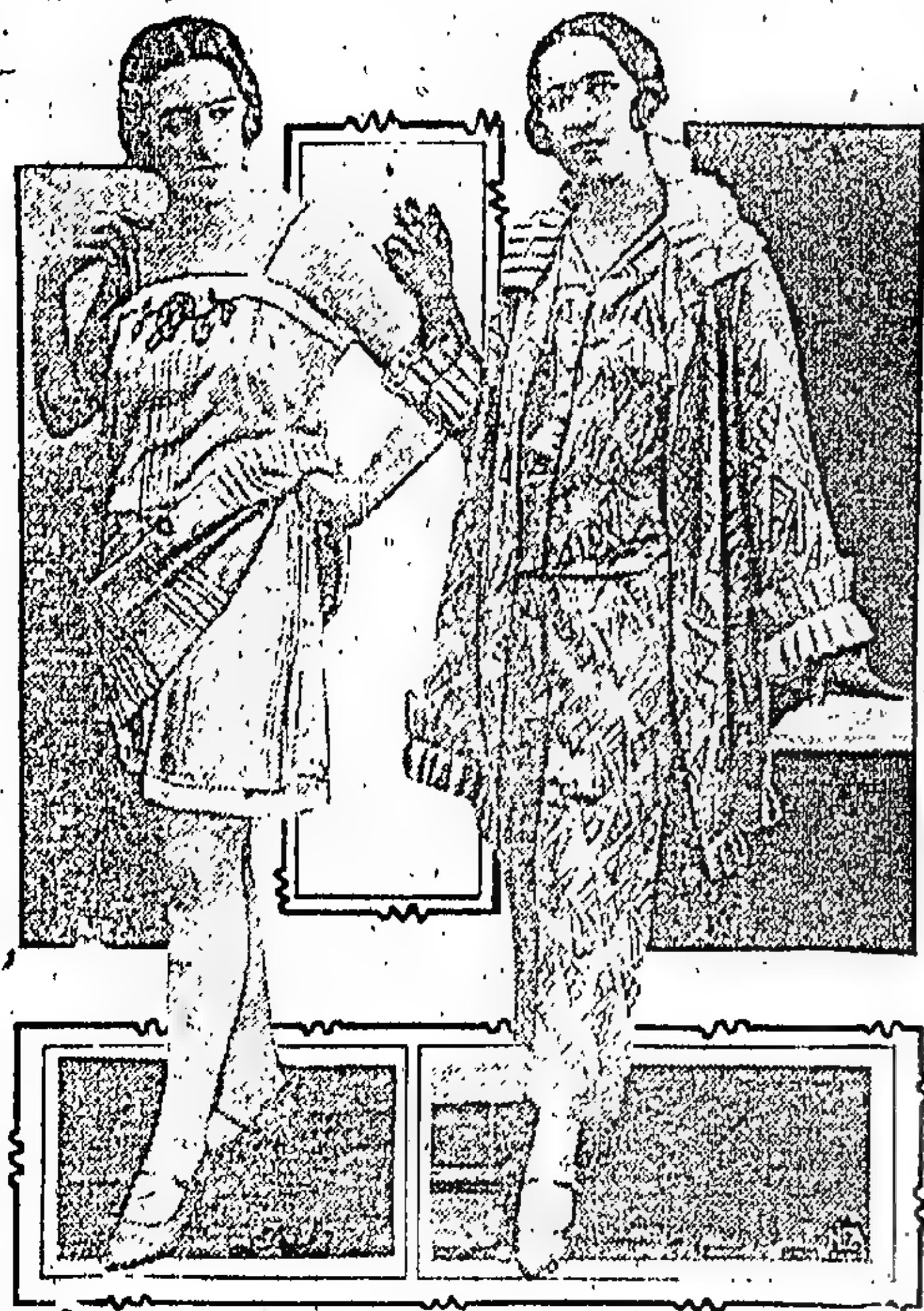




MILKMAID
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WOMEN'S INTERESTS

MEANS
SAFETY
NO
MICROBES



Here we have two samples of Paris lingerie. One is a combination outfit of orchid coloured crepe, embroidered in white with a tracery of black, and bound with fine net. Perfectly flat knife pleats alternate with plain sections. The other is a smoking outfit of novelty silk in shades of blue and orchid, trimmed with wide rickings of blue taffeta silk. The loose coat fits over a tailored pyjama suit.

THE BOBBED PIN.

The pin for bobbed hair has perhaps been somewhat tardy in making an appearance, but it has come at last. It is a patent, and a very ingenious one, although simple enough. It is a flat double hairpin, almost like a small slide, with a slight curve. It is quite easy to adjust, and will keep the hair in position better than a slide does. These pins are made in black, brown, golden, and grey, and are to be bought at most good shops. Makers of hairpins have found their trade growing smaller and smaller of recent years, but there are still millions of hairpins sold, in spite of all the bobs and shingles. The bobbed pin, however, is a sign of the times. There must be many women who have their own ideas about hairpins and such-like things. It is a pity that these cannot be passed along to the right quarter, for practical ideas are worth putting into use.

HAVE YOU HEARD—

That one of the newest ideas in napery is to embroider a small square tablecloth for afternoon tea with the same pattern and colourings as the china? * * * That a pinch of borax added to a jug of water is good for watering indoor plants? * * * That a little turpentine added to black lead produces a brilliant polish when applied to a grate? * * * That if a saucepan has been used for cooking such things as fish, onions, etc., all trace of smell or taste can be removed if it is well scoured with powdered whiting? * * * That the colours of a carpet can be revived by rubbing with a flannel dipped in half a gallon of warm water and a tablespoonful of turpentine?

THEY SAY IN PARIS—

That if you wear the new large single-pearl earrings, you should fasten them on as close to the cheek as possible; otherwise they may give an unbecomingly wide effect to the face.

That with these earrings you should wear in your hat one or two short hatpins, with heads made of one large pearl, thrust in close together.

That crystal-headed hat-pins are even newer than pearl ones, and are all the rage just now. They look particularly right when the buttons on your coat or frock are made of glass or crystal, as is often the case at the moment.

That the tiny, almost early-Victorian sunshades, which are being made to carry with summer frocks, are trimmed with little ribbon founcens, and have long silk tassels hanging from the handle.

That tinsel ribbons and bows are not only worn in the evening, but appear on very many afternoon frocks, and that metal kid belts, in gold or silver, are seen even on morning ones.

That most women find silk stockings too fragile and expensive for beach wear, and that very fine chiffon hose (nainsook, Paris calls it) looks just as well for this purpose, wears twice as long and is half the price.

WHEN THE SHOULDERS ARE TOO THIN.

To put a little extra flesh on some particular spot is not as easy as to take it off, but it can be done.

If your shoulders are too thin, the "line" will be sharp and angular, and the collar bones too prominent for beauty even in these days of slim figures.

To put a little flesh on the shoulders, and fill out the hollows at the base of the neck, mix together equal parts of pure olive oil and oil of sweet almonds. Sponge the skin with very hot water, then dry lightly and apply the oil, which should be slightly warmed by placing the bottle in a bowl of hot water.

Massage the oil into the skin with the tips of the fingers, pinching and kneading it very gently so as to stimulate the circulation without bruising the skin. The massage must be kept up for at least ten minutes if it is to be effective and should be given every night till the amount of extra flesh required has been obtained. This may take from six weeks to three months, according to the state of the general health. Those who are in poor health and "nervy" will naturally take longer to "fill out" than one in good condition generally.

A glass of warm milk should be sipped very slowly the last thing at night and another taken about eleven in the morning.

FASHION'S FLOWER FANCIES.

Pink rose-buds and dark currants were chosen for the nose-gays added to a frock of embroidered white linen worn with a navy taffeta coat and a navy straw hat.

Flowers of every imaginable kind are used to decorate evening frocks. Knots of flowers are worn very high on the shoulder and trails of flowers droop gracefully from the waist-line to the hem of the skirt.

Chiffon, organdie, ostrich feather and silk and velvet flowers are all worn, and for the small posy selected for the tailor-made there are tiny flowers made of cotton wool, coloured and lacquered, and requiring for their completion about ten processes.

VARIETY IN FROCKS.

A scarlet dress consisting of two tiers of silk fringe, the one falling from the shoulder-line, the other from the waist-line, with a foundation of crepe de Chine.

Evening frock of white chiffon with a basket of camellias worked on the front of the full skirt; the camellias are padded and look very "real," and the basket is of shot blue and green sequins.

White taffeta frock with a fitting bodice and full skirt having as a border a huge freckled design of black and silver roses.

Black net frock of the simplest make trimmed on the wide skirt with multi-coloured silk flowers sewn on in large rings.

Dance frock for a young girl; it is of pale biscuit net and chiffon; the very full, short skirt made of alternate layers of these fabrics and decorated with butterflies.



This frock is of crepe black tulle, with blouse of silver cloth and trimmings of black and white.

FASHION NOVELTIES.

Evening shawls of gold cloth with gold coloured silk fringe are among the new summer novelties. Silver cloth might also be used in forming similar wraps which require a chiffon lining. The shawl is of the regulation size used for Spanish shawls. We have also seen lovely metal brocaded materials utilized for summer shawls.

The ankle corsage proves that flowers may be worn anywhere these days. Small bunches of flowers such as violets or pansies are being worn on the right ankle at evening time. They are either placed on the shoe strap or are worn on a silver ribbon ankle-strap which snaps together under the corsage.

Every frock must have its matching handkerchief this season and for this reason every conceivable shade of pastel handkerchief is being carried. The chartreuse green handkerchief of crepe de chene accompanies the chartreuse gown just as the rose frock is matched by a rose handkerchief.

Since the suit has returned into fashion, the petticoat is also coming back. Some of the newer models are made with wide, fitted elastic tops which hold in the figure just as the girdles do. For summer when one wears as few undergarments as possible these girde-petticoat combinations are ideal.

The many-coloured hat is one of the season's new offerings. Usually they are made of numerous pieces of oddly shaped silk fastened together or they may be made of modernistic printed silk in odd designs. Both turban and tam shapes are utilized for such bonnets.

The polka dot is decidedly in style this season. We see evidences of the dot in cotton as well as in silk materials. Irregular and scattered dots of small size are most in demand. Parasols, jabots, lapels, hatbands and handkerchiefs are shown in polka dot designs in both small and medium dots.

HOUSEHOLD SUGGESTIONS.

You can remove chocolate stains with soap and tepid water.

When you spill ink on the carpet, cover it immediately with some absorbent like starch, flour, or shredded blotting paper. This will prevent it from spreading.

When cream is obstinate about whipping, add the white of an egg. Let both egg and cream become thoroughly chilled before you continue the process.



This fair Parisian, is tinting her fingernails to match the colour of her gown. A dainty box and palette of tints fits like a ring on the thumb when in use, and is tucked away in milady's handbag when not required.

FASHION NOTES.

A charming dancing frock is made of three shades of green chiffon, the skirt composed entirely of ruffles that shade to a lighter tint as they approach the bodice. The bodice is made of the lightest shade.

Sleeves are undergoing a great revolution. Undoubtedly those with fullness below the elbow are winning. This may mean a wide bell sleeve or one caught in very closely at the wrist. Very full, accordion pleated sleeves are seen on chiffon frocks.

Skirts, except for those on period gowns continue to be short and full. Never has pleating been more popular.

Snakeskin shoes are quite the rage, particularly in tan and grey. Lizard and alligator are also brought out in these delicate tones.

The use of ribbon, particularly grosgrain and the watered effects is seen repeatedly on chiffon and georgette frocks. There is a tendency to have the ribbon a shade lighter or a shade darker than the frock.

Novelty pumps of this season frequently have embroidery overlaid across the vamp and running up and down the heels which have become unbelievably high.

Bronze beads are used very effectively on a gown of pink georgette crepe.

Polka dots are the season's craze, and the most charming patterns show rather small dots very close together.

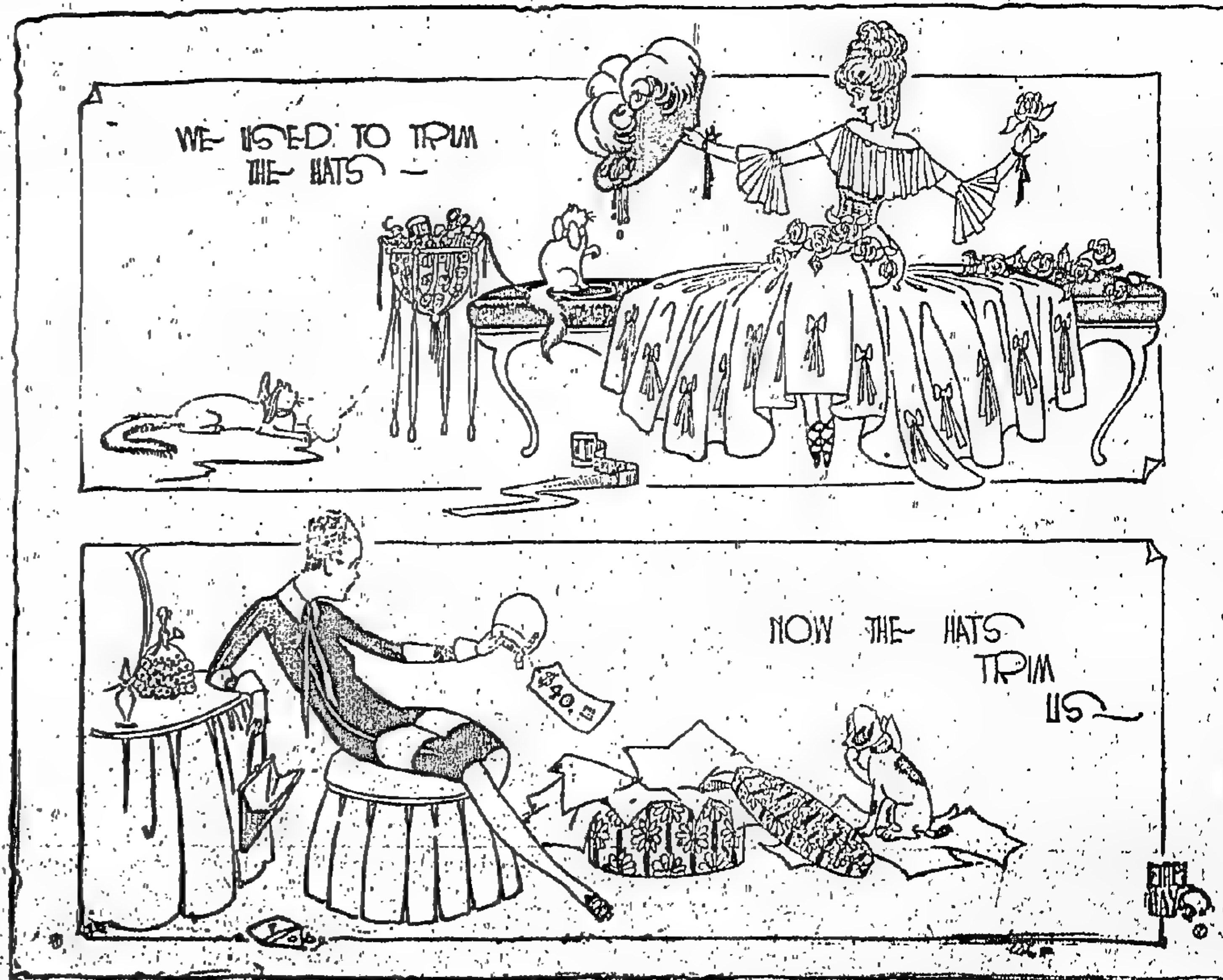
Moire silk is very much liked for the new evening gowns that show the bustle effect. They are untrimmed and depend upon their colour and line for their charm.

Peach-coloured organdie makes a charming bouffant frock and is trimmed with white embroidery and a sash of blue ribbon.

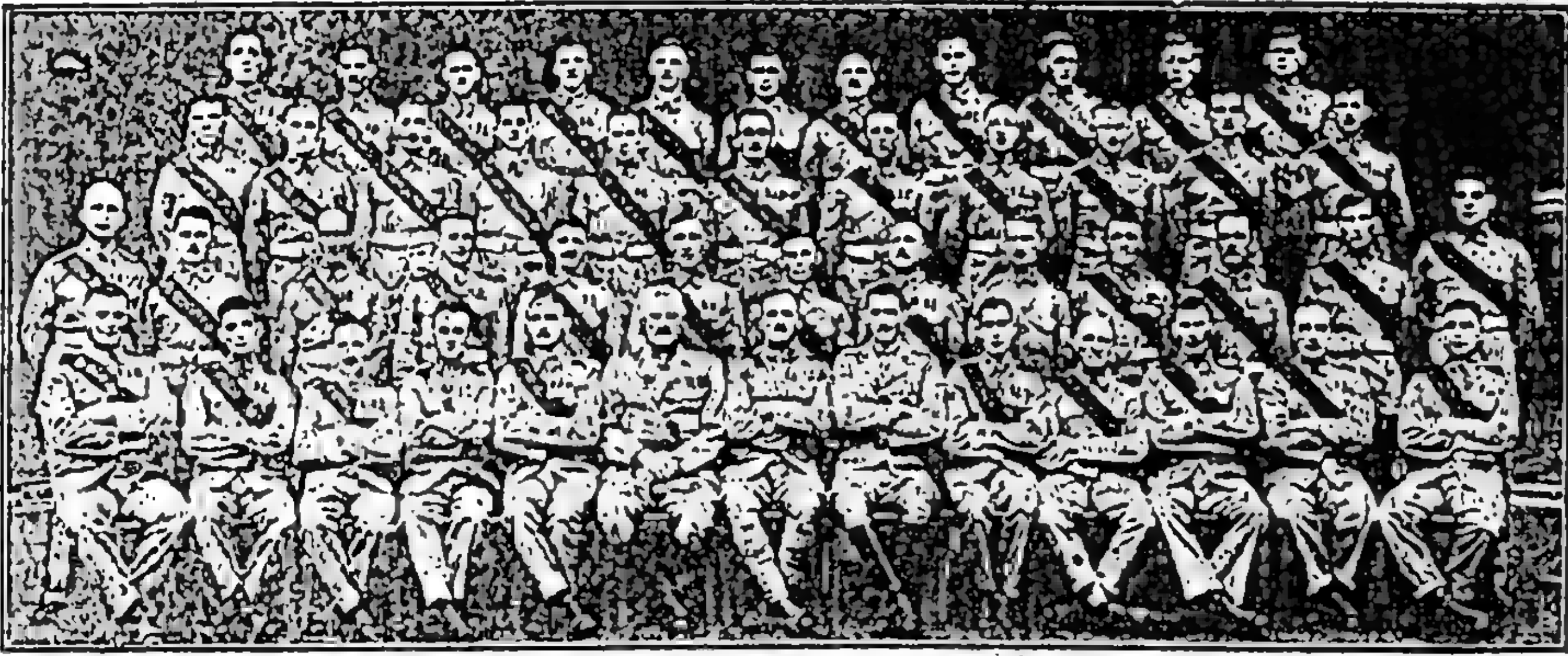
All shades of blue are enjoying an unexpected vogue this summer, particularly the light, very feminine tones that were so despised for a few seasons.



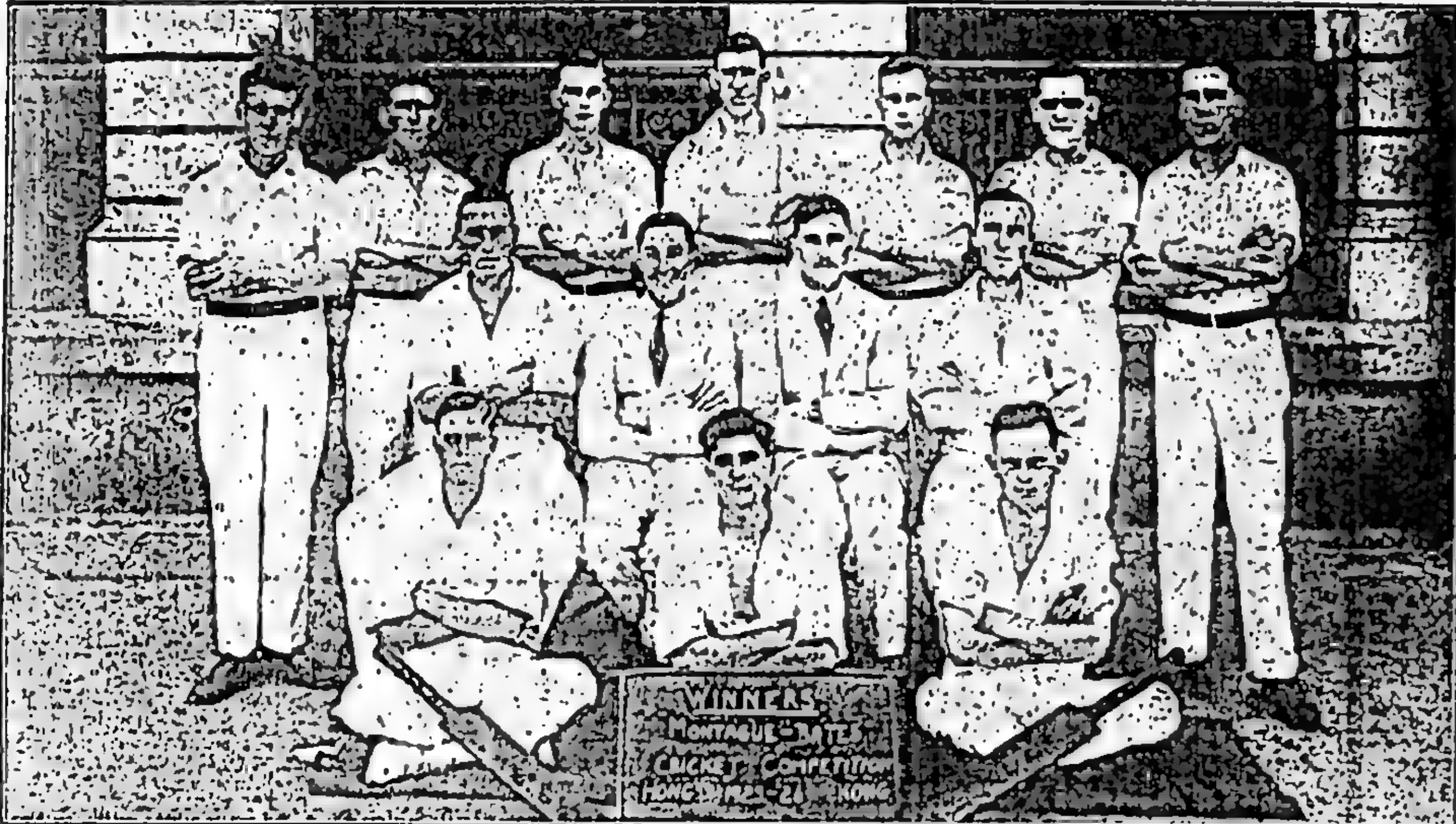
One of the many styles just now being adopted by the shingled. It is particularly attractive when worn by very young ladies.



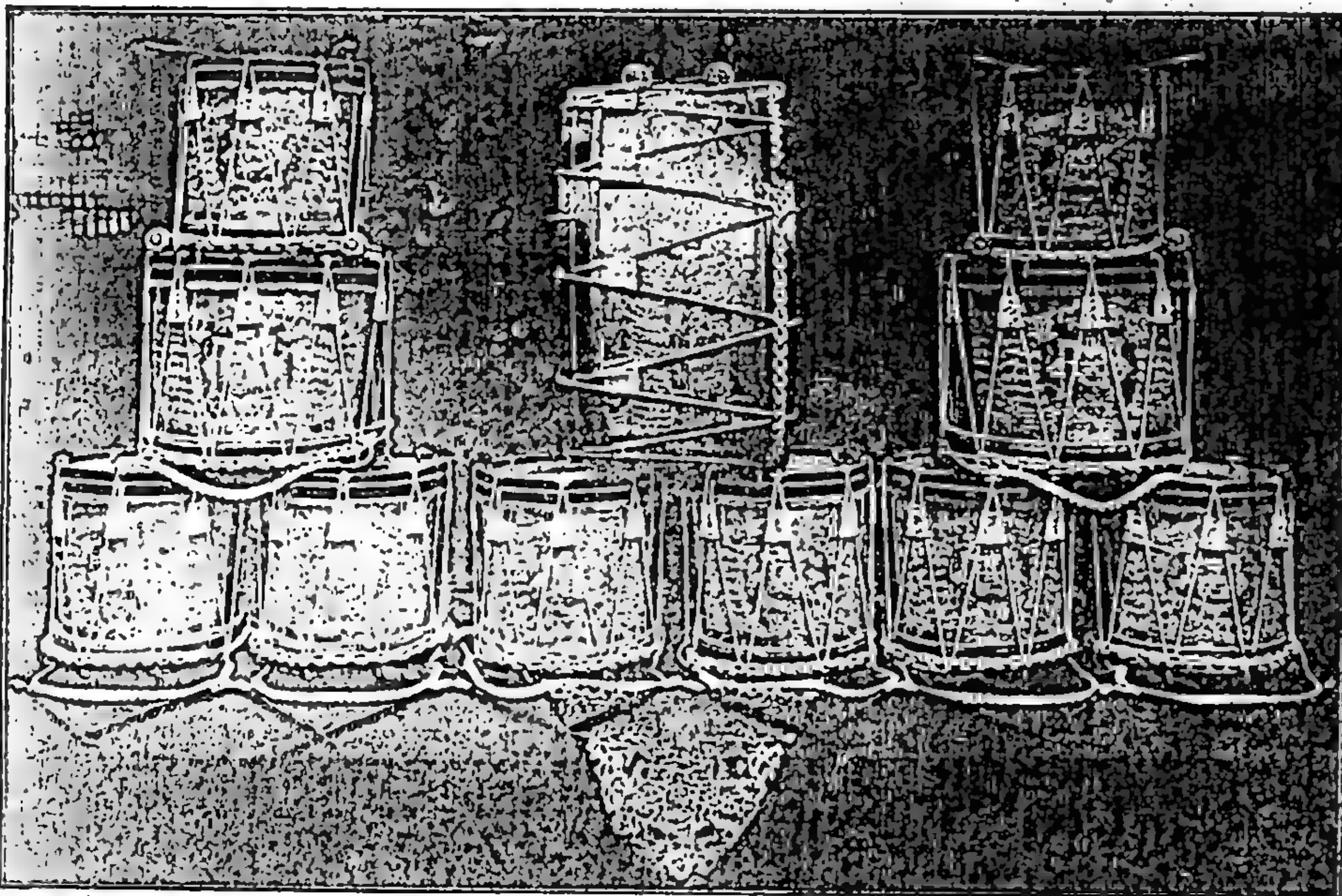
OUR GARRISON BATTALION



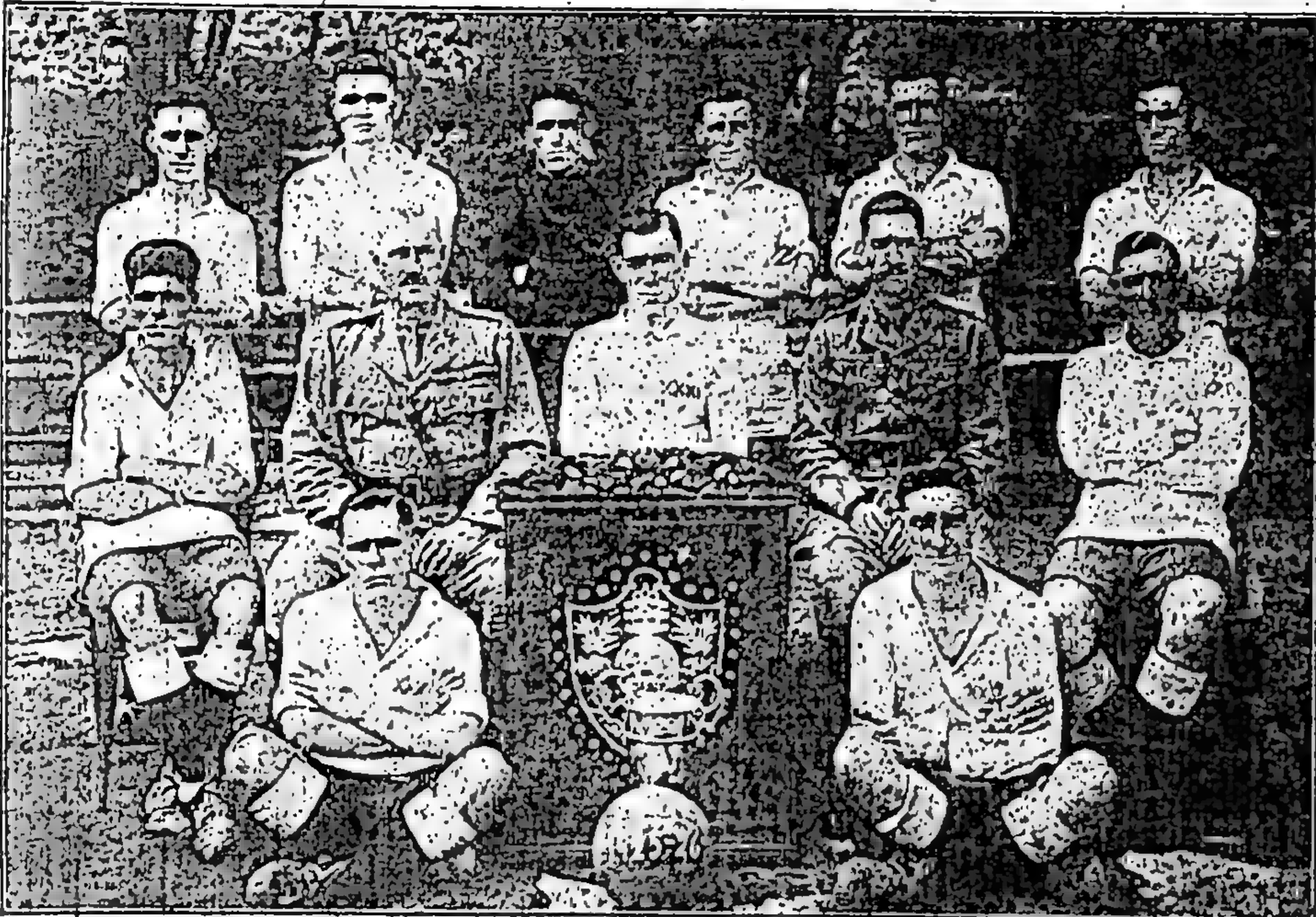
Warrant Officers and Sergeants of the 1st. Batt. East Surrey Regiment, with Lieut.-Col. F.S. Montagu Bates seated in the centre.



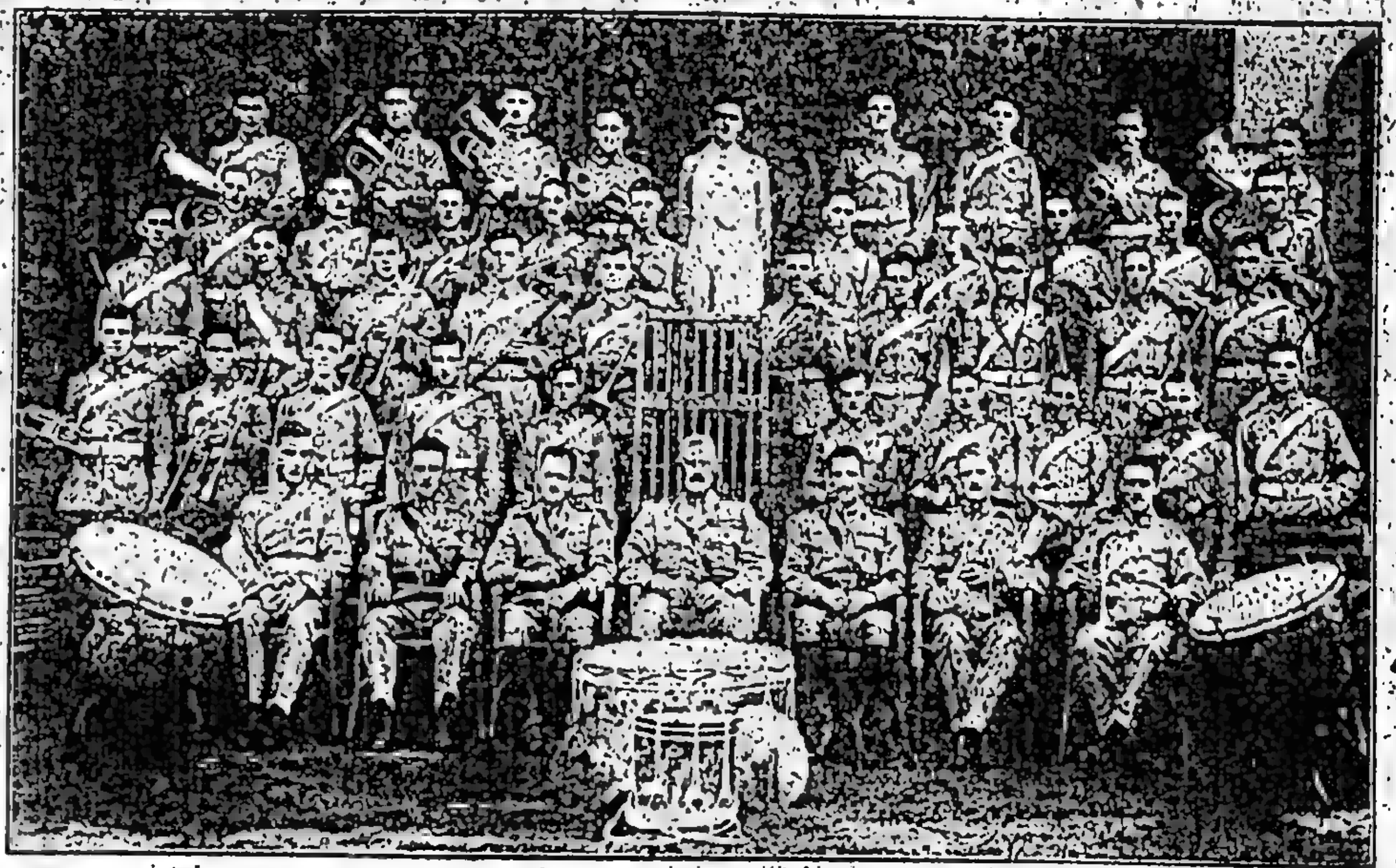
Last season's winners of the "Montagu-Bates" cricket competition.



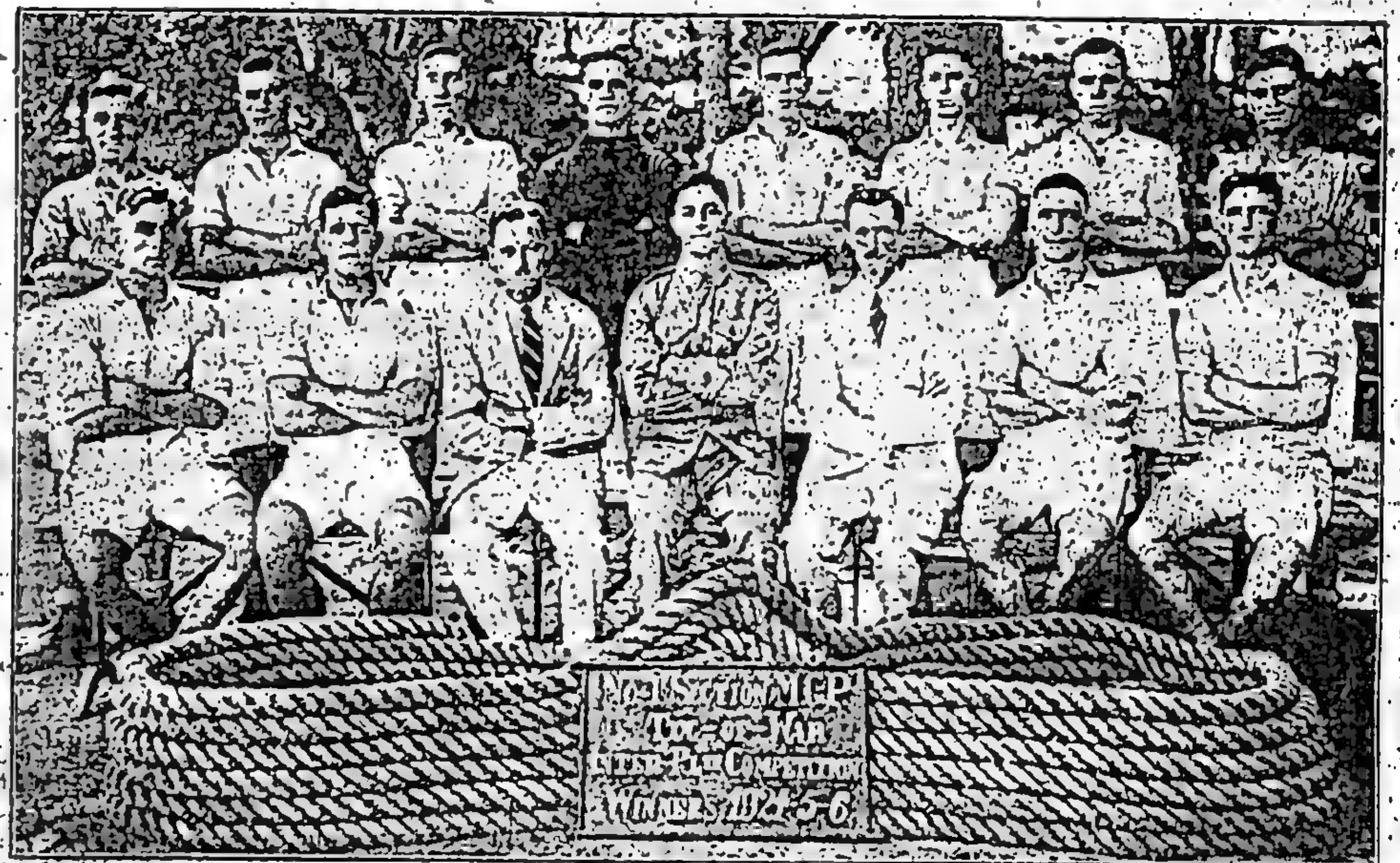
The Battalion's new silver drums.



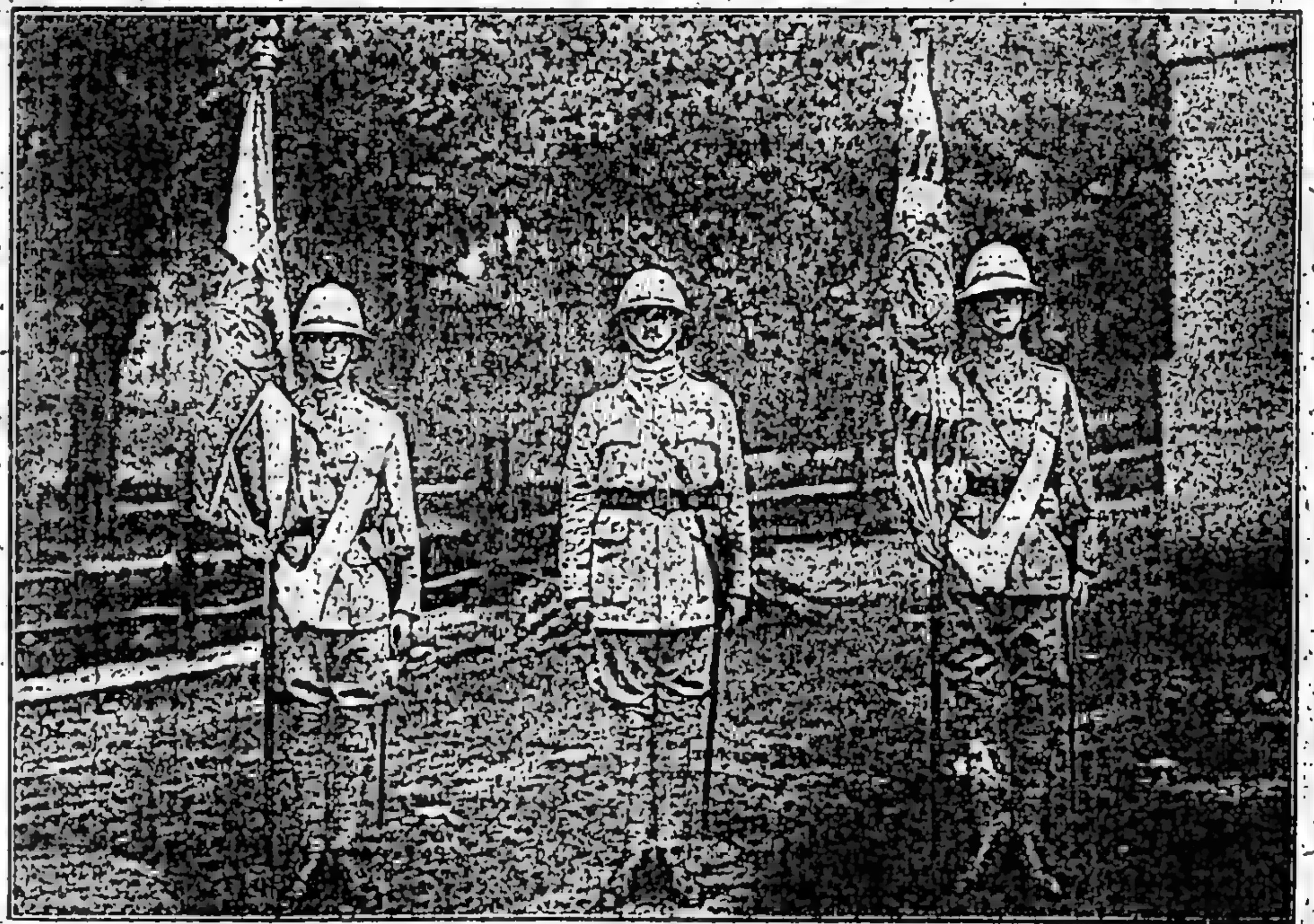
The Surrey's first XI football team, with trophies won last season.



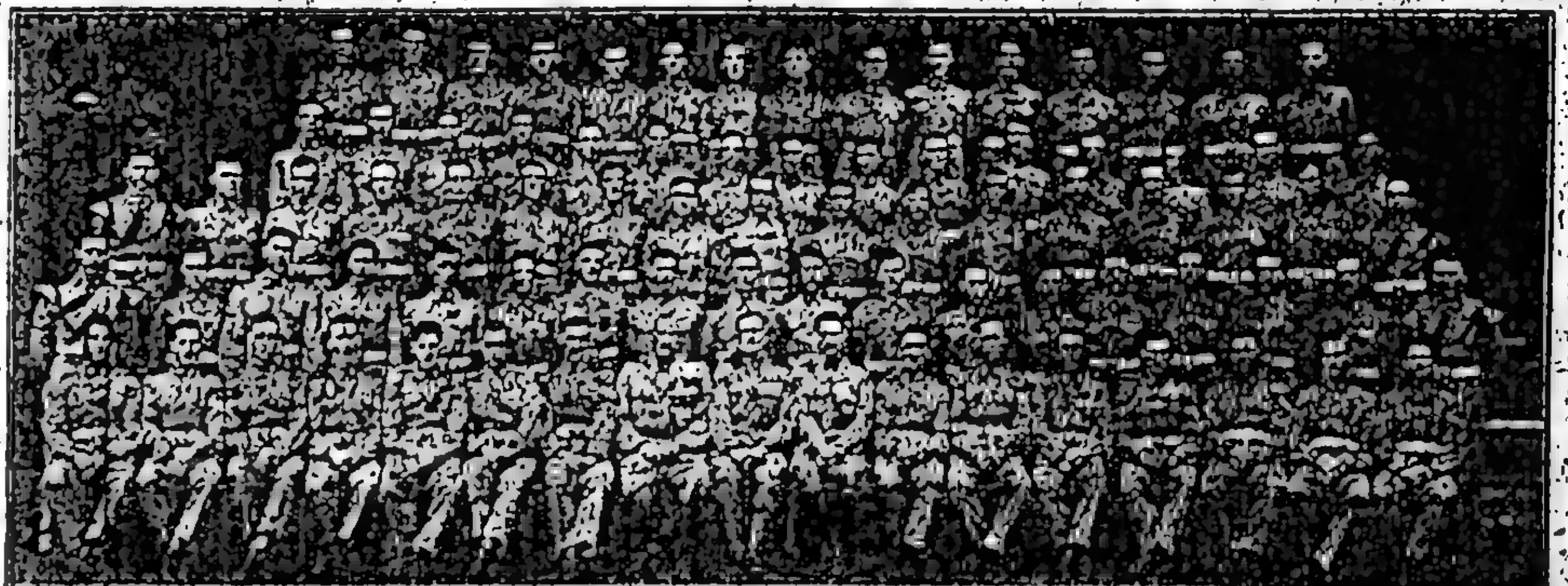
The Band of the Battalion.



Machine Gunners, who for three years have won the inter-platoon tug-of-war competition.



The Regimental colours.



Corporals of the Battalion.

(All above pictures by Ming Yuen.)



LONDON SERVICE

"DARDANUS" 17th July. Marseilles, London, R'dam & H'burg
 "HECTOR" 28th July. Marseilles, London, R'dam & Glasgow
 "AUTOLYCUS" 10th Aug. Marseilles, London, R'dam & H'burg
 "ASPHALION" 24th Aug. Marseilles, London, R'dam & H'burg
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"YANGTZE" 20th July. Genoa, Havre, Liverpool & Glasgow
 "EURYADES" 20th Aug. Genoa, Havre, Liverpool & Glasgow
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PACIFIC SERVICE

via KOBE & YOKOHAMA.

"TYNDAREUS" 7th Aug. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"LAOMEDON" 17th July. New York, Boston & Baltimore
 "DOLUS" 27th Aug. New York, Boston & Baltimore

PASSENGER SERVICE

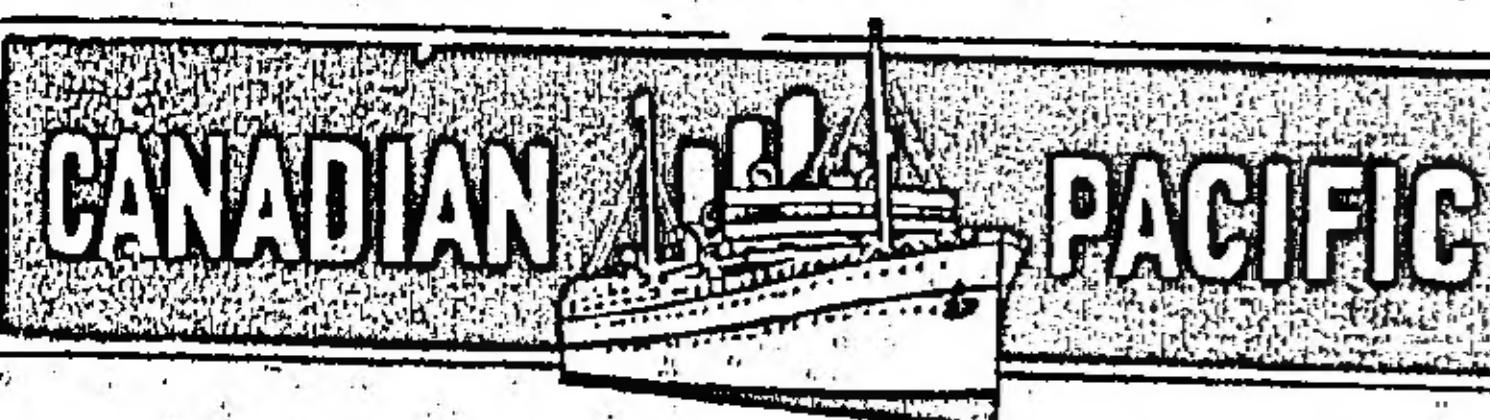
"HECTOR" 28th July. Singapore, Marseilles & London.
 "SARACON" 8th Sept. Singapore, Marseilles & London.
 "PATROCLOS" 10th Oct. Singapore, Marseilles & London.
 "ANTENOR" 17th Nov. Singapore, Marseilles & London.

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EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

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S.S. "PRESIDENT MADISON" ... July 27th, 5.00 p.m.

S.S. "PRESIDENT JACKSON" ... Aug. 8th, 5.00 p.m.

S.S. "PRESIDENT MCKINLEY" ... Aug. 19th, 6.00 a.m.

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FOR MANILA

S.S. "PRESIDENT MADISON" ... July 19th, 5.00 p.m.

S.S. "PRESIDENT JACKSON" ... July 31st, 5.00 p.m.

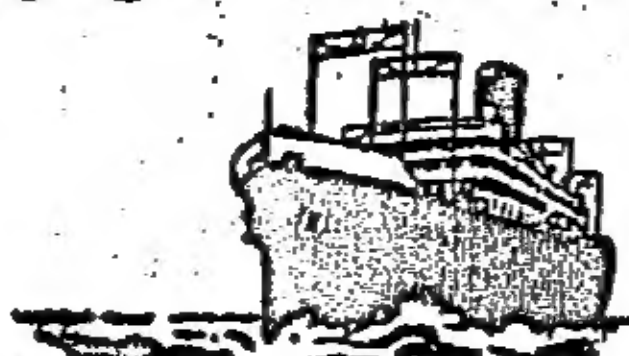
S.S. "PRESIDENT MCKINLEY" ... Aug. 12th, 5.00 p.m.

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 Pres. Van Buren ... Aug. 3 8.00 a.m.
 Pres. Hayes ... Aug. 17—8.00 a.m.

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Pres. Taft ... July 13—12 noon
 Pres. Wilson ... Aug. 1—12 noon
 Pres. Lincoln ... Aug. 15—12 noon

Dollar President liners offer you luxurious travel comforts. All staterooms are outside rooms, well-ventilated and cooled by electric fans. They are furnished with beds (not berths), each having an electric reading lamp. Staterooms with private bath predominate, and all have hot and cold running water. The spacious steel swimming tank is always filled with clean sea-water. Decks are broad, and the use of oil-fuel insures their cleanliness. DOLLAR LINE cuisine is world-famous—varied fare prepared under the direction of skilled chefs. Orchestra music enlivens the voyage. All these travel advantages are yours when you sail on Dollar President liners.

TO MANILA

Pres. Harrison ... July 20—8.00 a.m.
 Pres. Wilson ... July 23—3.00 p.m.
 Pres. Van Buren ... Aug. 3—3.00 p.m.

For passengers and freight rates, apply to:-

Dollar Steamship Line

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR,
 Telephone: Central 2477, 2478 and 795.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikmanoeck	Java	20th July	23rd July	Amoy, Shanghai
Tjiksondari	Batavia	25th July	28th July	Shanghai
Tjikaroca	Shanghai	26th July	29th July	Batavia
Tjikini	Dalhy	4 August	6 August	Makassar
Tjikembang	Batavia	8 August	11 August	Shanghai
Tjiksondari	Shanghai	9 August	12 August	Batavia
Tjikmanoeck	North	18 August	20 August	Batavia
Tjikandi	Japan	22 August	24 August	Batavia

†Via Makassar
 *Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEE NOTICES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, ANTWERP, LONDON, PHILIPPINES, and STRAITS.

The Steamship, "BENALDER."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 3rd August, 1926, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.

Agents.

Hongkong, July 15, 1926.

LLOYD TRIESTINO NAVIGATION COMPANY.

The Steamship,

"VENEZIA."

From TRIESTE, VENICE, BREINDISI, PORT SAID,

MASSAUA, ADEN, KARACHI,

COLOMBO, PENANG and SINGAPORE.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11th instant.

CONSIGNEE NOTICES.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

For Straits, Colombo, Australia, Bombay, Egypt, Mediterranean Ports and London.

Through Bill of Lading Lading

Issued for Batavia, Persian Gulf, Continental, American and South African Ports.

The Steamship

"KASHMIR."

Capt. R. H. Stringer, O.B.E., R.N.R., carrying His Majesty's Mails, will be despatched from this port on or about Thursday the 22nd July 1926, at 4 p.m. taking Passengers, and Cargo for the about Ports.

Silk, Valerian and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer, proceeding direct to Marseilles and London.

Parcels will be received at this office until 5 p.m. the day before sailing. The contents and value of all packages must be declared.

For further particulars, apply to

MACKINNON, MACKENZIE & COMPANY.

Agents.

Hongkong, 15th July 1926.

CONSIGNEE NOTICES.

The Steamship

"TENNESSEE."

The above vessel, having arrived from Norway via ports on 14th July, consignees of cargo are hereby notified that all goods are being landed at their risk into the non-hazardous, hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. Goods not cleared by the 21st July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godown where they will be examined on 20th July, at 10 a.m.

Claims against the vessel must be presented within ten days of the arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever. Bill of Lading will be countersigned by

DODWELL & CO., LTD.

Agents.

CONSIGNEE NOTICES.

THORESEN & CO., LTD.

The Steamship

"TENNESSEE."

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THORESEN & CO., LTD.

Agents.

Hongkong, 14th July, 1926.

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No Fire Insurance will be effected by us in any case whatever. Bill of Lading will be countersigned by

THORESEN & CO., LTD.

Agents.

Hongkong, 14th July, 1926.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 IN.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS—"TAIKOODOCK" HONGKONG.

TELEPHONE No. 212.

CALL FLAG: "G" OVER "ANS. PERMANENT."

BUTTERFIELD & SWIRE, Agents

HONGKONG, CHINA & JAPAN.

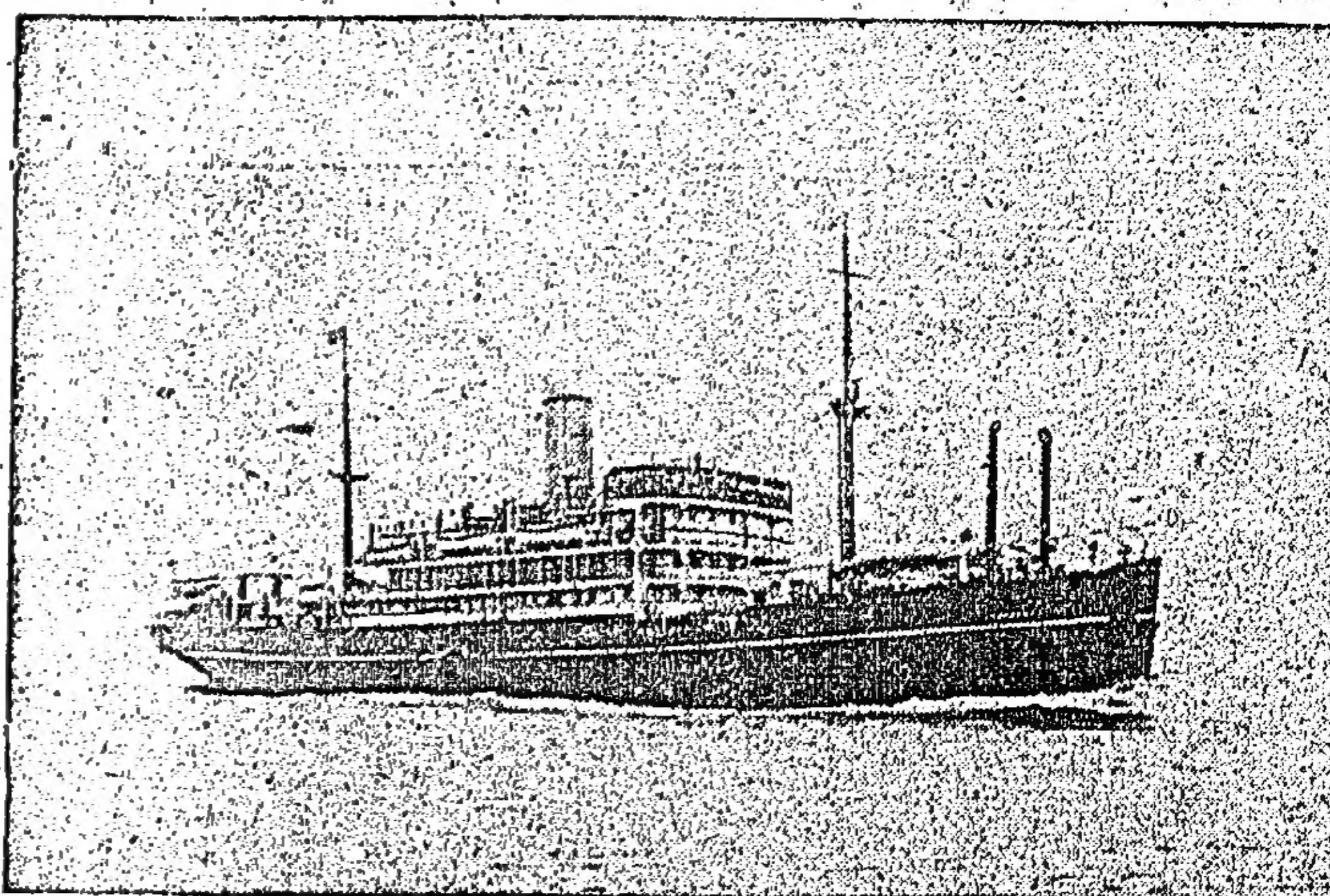
THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "TAIPING"

Passenger and Cargo Vessel. Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK CO., LTD. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. for Australian-Hongkong Service.

Please address enquiries to the Chief Manager:-

R. M. DYER, B. SC., M.I.N.A., Kowloon Dock Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
ALIPORE	5,273	17 July 10 a.m.	Salaon, S'pore P'ang C'bo & B'bay
PADUA	5,907	19 July noon	M'les, Hamburg Rotterdam London & Antwerp
KASHMIR	8,985	22 July 4 p.m.	S'pore, P'ang C'bo & B'bay
RANPURA	16,585	24 July noon	Marseilles & London
DELTA	8,097	7th Aug.	M'les, London & Antwerp
MACEDONIA	1,109	21st Aug.	Marseilles & London
KALYAN	9,144	4th Sept.	M'les, London & Antwerp
NAGPORE	5,283	10th Sept.	M'les, London Hamburg Rotterdam & Antwerp
NAGPORE	5,283	10th Sept.	M'les, London Hamburg Rotterdam & Antwerp
MALWA	10,941	18th Sept.	Marseilles & London
KASHGAR	9,005	2nd Oct.	Marseilles & London
MOREA	10,918	16th Oct.	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrus, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALAMBA	8,018	22nd July	S'pore, Penang & Calcutta
SHIRALA	7,841	3rd Aug.	S'pore, Penang & Calcutta
TAIRMA	10,941	10th Aug.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,956	27th Aug.	Manila, Sandakan, Thurs.
ST. ALBANS	4,500	1st Oct.	Island, Townsville, B'bane.
ARAFURA	6,000	29th Oct.	Sydney and Melbourne.

The P. & O. S. S. Co., Ltd. steamers will also call at Shanghai, Haikou, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as indicated on offers. Frequent connections from Australia with the following:—
The Union S. S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

MACEDONIA	11,089	22nd July	Shanghai Moji & Kobe
TALMA	10,000	23rd July	Moji & Kobe
NAGPORE	5,283	2nd Aug.	Shanghai Moji & Kobe
TANDA	6,900	3rd Aug.	Moji Kobe Osaka & Yok.
KALYAN	9,144	5th Aug.	Shanghai Moji & Kobe
TAKADA	6,949	6th Aug.	Shanghai Moji & Kobe
SANTHA	7,754	15th Aug.	Shanghai Moji & Kobe
MALWA	10,941	19th Aug.	S'pore, Penang & Calcutta

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 21 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bldg., Connaught Rd., C.

**SERVICES CONTRACTUALS.**

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at H'g and Sailing for S'hai & Japan	Prob. Sailing from H'kong for M'les.
ANDRE LEBON			20th July.
PAUL LECAT			3rd Aug.
G'el METZINGER	21st July		17th Aug.
AMAZONE	16th July	17th Aug.	14th Sept.
ANGERS	30th July	31st Aug.	28th Sept.
D'ARTAGNAN	13th Aug.	14th Sept.	12th Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctors' attendance)
A Class 1st Class £99.0.0 B Class 1st Class £85.0.0
Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. CAPITAIN FAURE from Dunkirk, L'don, Havre is due to arrive about 21st July.

For full particulars apply to

Phone: Central 740

Messageries Maritimes Co.

3, Queen's Building.

HOLLAND EAST ASIA LINE

OF THE United Netherlands Navigation Company



Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND Genoa, Marseilles, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Arrivals from Europe.

S.S. ZOSMA	26th July.
S.S. OOSTERK	23rd August.
S.S. OUDERK	20th September.
Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.	
S.S. OLDEKERK	10th July.
S.S. GEMMA	7th August.
S.S. ZOSMA	4th September.

All steamers have a limited accommodation for passengers. For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LIJN.

Tel. Central No. 1574.

Agents, York Building

**SAILINGS SUBJECT TO ALTERATION.**

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu	
TAIYO MARU	Tuesday, 27th July at noon
TENYO MARU	Monday, 9th Aug.
SOUTH AMERICA via apari, Honolulu, San Francisco, Los Angeles Mexico & Panama	
RUKUYO MARU	Tuesday, 17th July at noon
GINYO MARU	Wednesday, 25th Aug.
MARSEILLES, LONDON & ANTWERP via Singapore & Ports.	
KASHIMA MARU	Saturday, 17th July
HAKONE MARU	Saturday, 31st July
SYDNEY & MELBOURNE via Manila & Ports.	
AKI MARU	Wednesday, 21st July at 11 a.m.
MISHIMA MARU	Wednesday, 18th Aug.
NEW YORK and/or BOSTON via PANAMA.	
CALCUTTA MARU	Friday 6th Aug.
BUENOS AIRES via Singapore, Durban & Cape Town.	
HAKATA MARU	Friday, 6th Aug.
BOMBAY via Singapore & Colombo.	
TOTTORI MARU	Thursday, 29th July
CALCUTTA via Singapore, Penang & Rangoon.	
MORIOKA MARU	Thursday, 22nd July
NAGASAKI, KOBE & YOKOHAMA.	
MISHIMA MARU	Saturday, 17th July
SHANGHAI, KOBE & YOKOHAMA.	
NAGANO MARU	Saturday, 17th July
CEYLON MARU	Wednesday, 21st July
LIMA MARU	Wednesday, 21st July
HOKOZAKI MARU	Monday, 26th July

For further information apply to: NIPPON YUSEN KAISHA. Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

M.V. "RABY CASTLE" Sails on or about 19th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

"A" Class £72. 10. 0d "B" Class £66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "ROSANDRA" 5th August.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails about 5th August.

S.S. "ROSANDRA" Sails about 31st August.

NATAL LINE OF STEAMERS.

FROM CALCUTTA via RANGOON & COLOMBO.

S.S. "UMSINGA" Sails from Calcutta 31st July.

S.S. "UMVOLOSI" Sails from Calcutta 31st August.

Via Rangoon & Colombo

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030.

Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. S. STRAITS CHINA & JAPAN Service.

OUTWARDS.**HOMEWARDS.**

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENIFFER	24th July.	CARNARVONSHIRE	22nd July
GLENNOLE	5th August.	L'don, R'dam & H'burg via Oran.	
GLENAMOI	24th August.	PENBROKESHIRE	25th August
GLENGARRY	2nd September.	L'don, R'dam & H'burg via Oran.	
GLENAPP	16th September.		

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3690.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays Excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted)

MACAO LINE.

FROM HONGKONG: 8 A.M. and 4 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

On Sunday 18th Instant s.s. "TAISHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M. (Special Sunday tariff \$1.50.)

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal From H'kong 30th July.
S.S. "MALVERNIAN" via Suez Canal From H'kong 13th August.

BOSTON & NEW YORK**AMERICAN & ORIENTAL LINE SERVICE**

(Andrew Weir & Co., London)

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 30th July.

AMERICAN & ORIENTAL LINE**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

For Marseilles, London & Havre, From Hongkong.
S.S. "ROMEO" 23rd July.
For Marseilles, London, Hamburg & Havre From Hongkong.

Fares to London "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "STAMER" From Hongkong July, August.
Loading for Mauritius, Delagoa Bay, Durban East London, Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.
Through Bills of Lading issued to Beria, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Imhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatian" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa, Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to:—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.**"Changte" & "Taiping."**

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS.

VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.

HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	Sails HONGKONG ON OR ABOUT
TAIPING	In Port	22nd July
CHANGTE	13th August	13th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36.

Agents.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "LAOMEDON" via Suez Canal 16th July.
S.S. "CITY OF BEDFORD" via Suez Canal 30th July.
S.S. "MALVERNIAN" via Suez Canal 13th August.
S.S. "DOLIVUS" via Suez Canal 27th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE of THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON-JARDINE MATHESON & CO. LTD., CANTON.

CHINESE OPTICAL CO.

Refracting

and

Manufacturing

Crookes Glasses

Kryptok (Invisible)

Bifocals.

Toric Lenses.

Sun Glasses.

37, Queen's Road, Central.

METALS

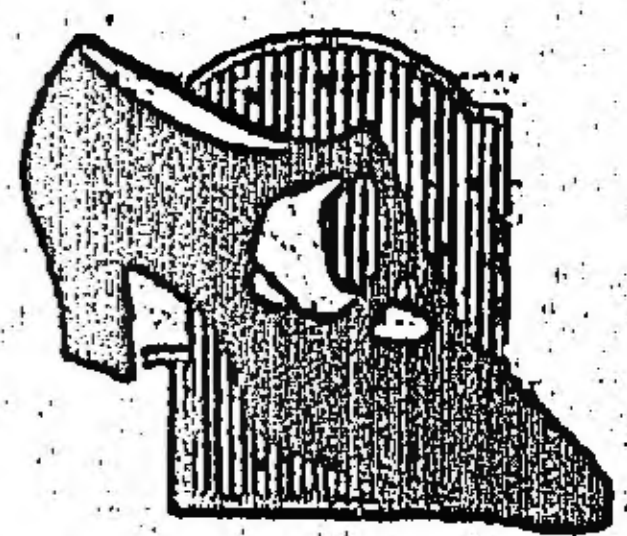
of all kinds especially for ship-building and engineering work. Complete stock. Best Terms. Immediate delivery.

SINGON & CO.,

(ESTABLISHED A.D. 1880)

HING LUNG ST.

Phone Central 515.

**T. NAKAO**

Japanese Shoe Export.

TORTOISE SHELL BOXES AND CASES A SPECIALITY.

Astor House Hotel Building, Queen's Road Central.

MRS. MOTONO

Hand and Electric MASSAGE

No. 31B, 2nd Floor Wyndham St. HONGKONG.

MASSAGE HALL

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road, Central.

2nd floor.

MASSAGE HALL

23 WYNDHAM STREET

MRS. H. MORITA.

**THE RITZ**

CATERERS

Meal at all hours from 8 a.m. to 12.00 midnight

Now serving Special \$1.00 Tiffins

Morning and Afternoon Teas, Good Assortment of Fancy Cakes

Wedding and Christening Cakes to order.

ONLY THE BEST FOOD AND WINES SERVED.

NOWELL B. WHITE

Proprietor.

Telephone—C. 2336

London, June 16.—Garbed in blue robes, bearing banners inscribed with the words "Law not War" and marching to the beating of a drum, the first contingent of women walking from Brighton and south-east towns to London on a peace-makers' pilgrimage, arrived at the Crystal Palace. These are the forerunners of 8,000 women arriving in London to-day from all parts.

J. ULLMANN & Co.

Alexandra Building
Chater Road,
Hongkong.

WATCH MANUFACTURERS
DIAMOND MERCHANTS
& JEWELLERS.

Silver & Electro-Plated
Wares.
Baccarat Cut Glasses
Fancy Goods, etc.

Houses in Tientsin, Paris
Shanghai, Hankow and
Peking.
Factory in La Chaux-de-
Fonds, Switzerland.

Mrs. J. CRAWFORD,
Massage Hall
No. 14, Zetland Street

**OUR
DRY-CLEANING**

SERVICE WILL
GIVE YOU
SATISFACTION.



Every care taken with all
work entrusted to us.
**THE INTERNATIONAL DRY
CLEANING AND DYEING CO.**
19, WYNDHAM ST., HONGKONG
—AND—
36, NATHAN ROAD, KOWLOON

MRS. SEKAI
MASSAGE

Tel. No. C. 4433, 2nd Floor
2, Duddell Street, Hongkong.

HOTELS.**THE
HONGKONG**

HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."

**AND
SHANGHAI**

ASTOR HOUSE HOTEL, PALACE HOTEL,
KALEE HOTEL, MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

**HOTELS.
LIMITED.**

In association with the Grand Hotel
Des Wagons Lits, Peking.

KOWLOON HOTEL**THE PREMIER HOTEL IN KOWLOON.**

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.

Tels: K.608 & K.609 Cable address: KOWLOON, Hongkong.

Under the Personal Supervision and Management of
FRANK L. COOKE
Proprietor.

KING EDWARD HOTEL.

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LESS CRIME.**C. S. P.'S REPORT FOR LAST
YEAR.**

In the annual report of the Captain Superintendent of Police, just published, it is stated that the total number of cases reported to the Police during the year 1925 was 16,783 as against 17,569 in 1924 being a decrease of 789 or 4.4 per cent. The average for the last five years is 14,947.

There were 3,771 serious cases in 1925 as against 4,509 serious cases in 1924, a decrease of 738 cases or 16.4 per cent. There were 13,012 minor cases in 1925 as against 13,060 in 1924, a decrease of 48 cases or 0.4 per cent.

PRISON REPORT.

The Report of the Superintendent of Prisons shows that the number of prisoners received into the Gaol during the year totalled 6,339, as compared with 7,382 for 1924.

There was a decrease of prisoners convicted for larceny during the year, the number being 927, against 1,346 for the previous year.

The percentage of prisoners in custody to the estimated population of Hongkong was 0.128, as compared with 0.133 in 1924.

Although the number of receptions in 1925 showed a decrease of 1,043 compared with 1924 the daily average in prison shows an increase of 50. The reasons for this are (1) the increased number of prisoners sentenced to penal servitude; (2) fewer fines paid.

4. Seventy-two (72) juveniles were admitted during the year, with sentences varying from 48 hours detention to 9 months hard labour. In 7 cases corporal punishment was awarded in addition.

**RUM RUNNING
CONFERENCE.****QUESTIONS OF FRAUD
DISCUSSED.**

London, July 16.

The American rum-running Conference between representatives of the British and American Governments is continuing, the American delegation discussing the question of fraudulent registry with the Board of Trade and the question of false clearance papers with the Customs Authorities. A representative of the Bahama Government is participating in the discussions.—*Reuter.*

ROYAL VISIT ENDS.**KING AND QUEEN OF
SPAIN LEAVE.**

Rugby, July 16.

The King and Queen of Spain left London this morning on the conclusion of their private visit to this country.

King George, Queen Mary, the Prince of Wales and many other British royalties bade them farewell at Victoria Station. Sir Austen Chamberlain, Foreign Secretary, represented the Government.—*British Wireless.*

WHITE STAR LINE.**SALE NEGOTIATIONS BROKEN
OFF.**

New York, July 16.

The Morgan Grenfell Company and the President of the International Mercantile Marine Company state that owing to present circumstances and conditions the negotiations for the purchase of the White Star Line have been terminated by mutual consent.—*Reuter.*

FINANCIAL WORRIES.**A DIRECTOR'S SUICIDE.**

New York, July 16.

A message from Atlanta says that Mr. R. L. Smith, President of the Atlanta Real Estate Board and a Director of the Bankers' Trust has been found dead in his home with a revolver by his side.—*Reuter's American Service.*

**SALE OF FORMER B. I.
BOAT.****"LAMA" FOR NORWEGIAN
OWNERS.****TO BE CONVERTED.**

The former British India Steam Navigation Company's steamer Lama, which for the last few years has been owned by Williamson & Co., of Hongkong, has now been sold to Norwegian owners, it is reported from reliable sources. The new master, Captain H. Jentoft has already arrived, and is at present on board the vessel.

The Lama is a steamer of 957 tons nett register, and 2,198 tons gross register, while her under deck tonnage is 1,717 tons. She was built for the B. I. Company in Dumbarton, Scotland, in 1905 by Messrs. William Denny and Brothers, well known shipbuilders of that city. Her length is 275 feet 9 inches, her extreme breadth 44 feet 2 inches, and her moulded depth 25 feet 6 inches. She has a draft fully loaded of 22' 0".

The steamer, which was built for the Bombay and Persian Gulf trade, to the order of the British India Steam Navigation Company, was originally a steel triple screw steamer, fitted with three steam turbines, made by the Parsons Marine Steam Turbine Co. Ltd., of Newcastle-on-Tyne. She is fitted with electric light all over, and is also equipped with wireless telegraphy. When she was a triple screw steamer she made a speed of 17 knots per hour on an average consumption of 120 tons of coals per day. This is, however, now being changed. The centre propeller has been taken out and the steamer is now going to be converted into a Diesel motor vessel. She is already being equipped with two Diesel motors, made in America, and it is estimated that with her new engines she will be making a speed of from 11 to 12 knots per hour on a consumption of from four to five tons of crude oil per day.

The conversion of the vessel from a steamer to a motor vessel will also affect her cargo capacity, and it is estimated that she will easily be able to carry 2,600 tons of cargo on a loaded draft of about 20' 0".

ST. STEPHEN'S BAZAAR.**OVER \$5,000 RAISED.**

The bazaar which was recently held at the University in aid of the New Building Fund of St. Stephen's College resulted in a net profit of over \$5,400. On this result, the students and all who helped in the organizing are to be congratulated, and especially the Old Boy whom they invited to be Chairman—Mr. Chan Cheong-nin. A room in the new school will be named after the "1926 Students" in accordance with the privileges granted to subscribers to the New Building Fund.

On another page of to-day's issue will be found a list of those who kindly contributed to the Bazaar and the Committee wishes to thank these and all personal friends who helped to make the bazaar a success.

ANOTHER REVERSE.**FRENCH GOVERNMENT IN
THE BALANCE.**

Paris, July 16.

The Chamber's Finance Committee by 14 votes to 13 has rejected the first Clause of the Government's financial proposals, whereby financial measures were to be taken by Decree.

M. Caillaux's Bill consists of two clauses, the first authorising Decrees and the second providing that these decrees shall be submitted to Parliament at the opening session in 1927, meanwhile, the measures prescribed being effective. Thus the Finance Committee's rejection of the first, knocks the bottom out of the whole Bill and the fate of the Government hangs on the general financial debate, beginning in the Chamber to-morrow, when the Government will submit the Bill.—*Reuter.*

FRANC RATES.

London, July 16.

French francs on London closed at 201 3/4 and Belgian at 205 1/2.—*Reuter.*

CALCUTTA RIOTS.**DEATH ROLL OF FOURTEEN.**

Calcutta, July 16.

The casualties in yesterday's rioting were fourteen dead and 125 sent to hospital.

The City is normal but the police have been reinforced and armed pickets patrol the streets.—*Reuter.*

COAL PROBLEM.

(Continued from Page 11.)

before his departure, expressed the belief that there would be new negotiations next week, but he thought that if these came about it would be through the intervention of the Bishops and Free Church leaders. He declared that the Miners' Executive had accepted the proposals, to the latter. The principal of these proposals are that work should be resumed on conditions existing before the stoppage for another four months, while the negotiations go on the Government continuing the subsidy and the two sides agreeing to leave all outstanding matters to arbitration. One difficulty in the way of these proposals is that the Government is unlikely to continue the subsidy for period which would involve a charge of £10,000,000.—*British Wireless.*

REAL MRS. GRUNDY.**CENSOR OF MORALS AT
HAMPTON COURT.**

Who was Mrs. Grundy?

The answer to the question which has never been satisfactorily settled, appears to have been discovered by Mr. Ernest Law, an authority on Hampton Court Palace, in which he lives.

Mr. Law told a *Daily Chronicle* representative yesterday that in the Palace is a secret room which is never shown to the public. This room is not referred to in any guide-book, and the tens of thousands who visit the lovely grounds of the Palace and such parts of the building as are open to the public know nothing of the mysterious chamber which till this day is known as "Mrs. Grundy's Gallery."

"It is a very dark room leading off the dining-room," said Mr. Law.

Stern Critic of Art.

"In the late 40's and early 50's of the last century there was a housekeeper at Hampton Court Palace called Mrs. Grundy. She was a stern critic of art, and any picture or piece of sculpture which she thought unfit for exhibition in the State rooms she hid in the gallery, and kept it under lock and key.

"Among the treasures which Mrs. Grundy hid in the secret room were Carlin's beautiful 'Venus Recumbent' and a leaden statue of Venus which had been sent from Windsor. The picture is now in the State rooms, and the statue in Henry VIII's Pond Garden.

Commissioner Locked Out.

"On one occasion the First Commissioner of Works visited the Palace, and was interested in the closed and locked door. The Clerk of the Works said that this was Mrs. Grundy's Gallery, and that he had no key to it, so Mrs. Grundy was sent for.

"She declined to open the door. The First Commissioner insisted that he was one of her Majesty's Ministers; but Mrs. Grundy replied: 'I cannot help that, sir. Only on an order signed by his lordship the Lord Chamberlain of her Majesty's Household can I allow anyone to enter my gallery.'

Mr. Law added that Mrs. Grundy's chamber is now used as a storeroom.

A gallant episode of the Great War is recalled by the announcement of the death of Mr. David Buchanan at his residence in Alton. He was the father of "No surrender Buchanan," the young Argyll and Sutherland Highlander officer, who perished with his men in an attack upon German trenches. Hopelessly isolated with a small party of his battalion, he yelled "To hell with surrender," when invited to cease fire. The little band died fighting, and the V. C. was awarded Buchanan posthumously. His father, who received the decoration at the hands of the King, never fully recovered from the shock of losing three sons in the war.

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